

Section B

Broward County Coordination

Karen Friedman

Subject: FW: Needs Assessment Mtg with Broward County / Wilton Manors Transportation Plan
Location: Microsoft Teams Meeting

Start: Thu 7/20/2023 10:00 AM
End: Thu 7/20/2023 11:30 AM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Karen Friedman

Name	Attendance	Response
Karen Friedman	Meeting Organizer	None
Richard Tornese	Optional Attendee	Declined
Karen Warfel	Optional Attendee	Accepted
Adam Burghdoff	Optional Attendee	Accepted
Laila Kitchen	Required Attendee	Accepted
Brunner, Scott	Required Attendee	Tentative
Andrew Riddle	Required Attendee	Accepted
Todd DeJesus (DND)	Required Attendee	Accepted
'Pamela Landi'	Required Attendee	Accepted
Jessica Josselyn	Required Attendee	Accepted
Chris Romano	Required Attendee	None
Jacqueline Barszewski	Required Attendee	Accepted
Josette Sevryn	Required Attendee	None
Li, Jiamin	Optional Attendee	Accepted
Caratozzolo, Carmelo	Optional Attendee	Accepted
Shreve, Stephen	Optional Attendee	Accepted

-----Original Appointment-----

From: Karen Friedman
Sent: Monday, May 22, 2023 4:27 PM
To: Karen Friedman; Laila Kitchen; Brunner, Scott; Andrew Riddle; Todd DeJesus (DND); 'Pamela Landi'; Jessica Josselyn; Chris Romano; Jacqueline Barszewski; Josette Sevryn
Cc: Richard Tornese; Karen Warfel; Adam Burghdoff; Li, Jiamin; Caratozzolo, Carmelo; Shreve, Stephen
Subject: Needs Assessment Mtg with Broward County / Wilton Manors Transportation Plan
When: Thursday, July 20, 2023 10:00 AM-11:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

This is the Needs Assessment meeting with Broward County for the Wilton Manors Transportation Plan.

Broward MPO is providing technical assistance to the Cit of Wilton Manors for the development of a multimodal Transportation Plan.

The Transportation Plan will focus on six roadways, some of which are fully or partially owned by the County.

The county-owned roadways are:

- Andrews Av (from the southern city limits / middle river bridge to Oakland Park Blvd)
- NE 26th St (from Andrews Av to eastern City Limits)
- NE 6 Av (between NE 24th St and Wilton Dr)

At this meeting we will present the needs assessment, discussing upcoming projects by Broward County, etc...

The presentation will be sent in advance. **TEAMS information is below.**

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 212 948 214 731

Passcode: Aym3NE

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WILTON MANORS Island City

Transportation Master Plan

Existing Conditions & Issues



July 20, 2023 | Meeting with Broward County

BrowardMPO.org

Agenda

- 1. Introduction (15 minutes)**
 - Project Schedule
 - Plan Vision
 - High-Level Citywide Assessment
 - Plan Study Area (aka Key Corridors)

County Roadways Assessment

- 2. Andrews Av (20 minutes)**
 - Corridor
 - Focus Locations: Intersections at NW 29 St, at NE 26 St, at NW / NE 24 St, and at NE 21 Ct
- 3. NE 26 St (15 minutes)**
 - Corridor
 - Focus Locations: *Wilton Manors Elementary multi-block area*, Intersection at NE 6 Av, 5-Points, Multi-block area east of 5-Points, Intersection at NE 15 / 16 Av, and Multi-block area east
- 4. Discuss County's Projects (10 minutes)**
- 5. Next Steps**
- 6. Q&A**



Meeting Goal:

- ✓ Collaborate with facility owner
- ✓ Present Needs Assessment
- ✓ Confirm County's Planned Improvements
- ✓ Discuss project schedule and next steps



Plan Vision



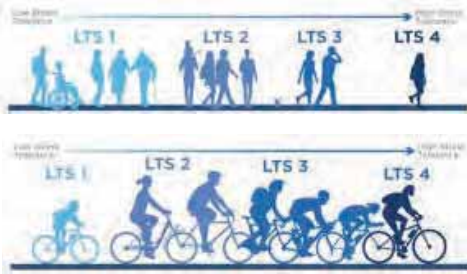
- Wilton Dr is a major local and regional destination
- Some roadways make it difficult to traverse the City and *in particular* walk or bike to Wilton Dr
- Existing intersections are not comfortable for people walking and biking
- Existing walking and biking networks are not comfortable for some users
- The transportation network has resulted in a disjointed, disconnected city.

The City of Wilton Manors TRANSPORTATION MASTER PLAN

The Vision of the City of Wilton Manors Transportation Master Plan is to develop multimodal facilities that create a cohesive community and address the diverse needs of residents, visitors, and business owners. The Plan's recommended improvements are intended to improve safety, walkability, quality of life, and economic development through the provision of safe, comfortable, and convenient walking and biking networks. Specific consideration is given to facilities needed for both daytime and nighttime usage. By identifying specific transportation projects, the plan is intended to assist the City in prioritizing effective transportation investments in the short, mid, and long term.



Level of Traffic Stress



Streets with a score of LTS 3 or LTS 4 act as barriers to walking and biking

Number of Lanes



Posted Speed Limits



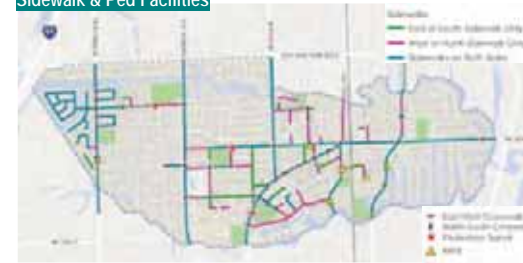
Traffic Calming



AAADT



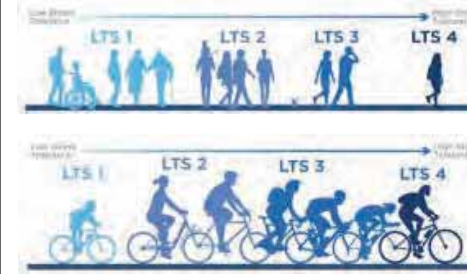
Sidewalk & Ped Facilities



Bikeways



Level of Traffic Stress



Streets with a score of LTS 3 or LTS 4 act as barriers to walking and biking

Walking LTS



Biking LTS



Street Safety



Behaviors & Intermittent Conditions

Cars not yielding to pedestrians



Crowded Sidewalks



Sidewalk Obstructions



Jaywalking

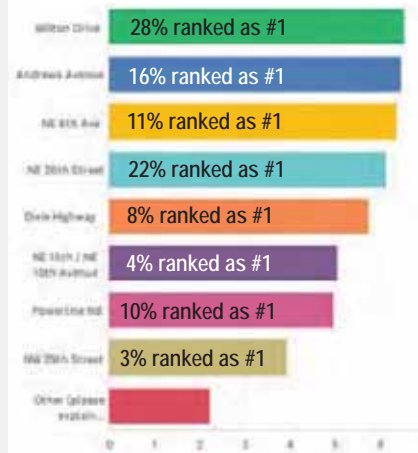


Community Feedback: Survey Monkey

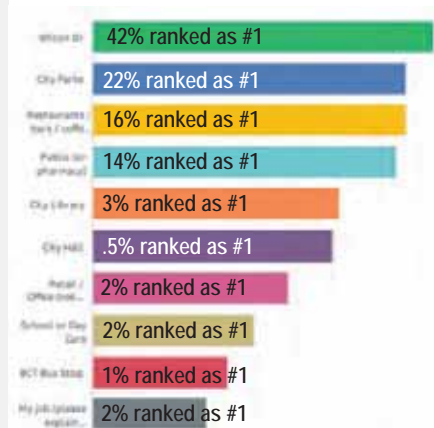
Survey Monkey:

- From 2/13/2023 to 5/15/2023
- 5 Questions, plus zip codes, general comments
 - 478 Responses
 - 38% from 33305, 33% from 33334, 23% from 33311
- 204 General Comments

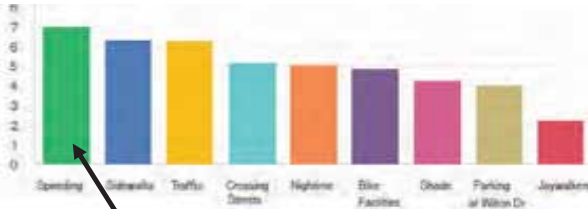
Q5 Please rank in order the streets you would like to have better walkability



Q6 Rank in order the locations in Wilton Manors you would like to be able to walk or bike to.



Q2: Please rank in order your biggest concerns about transportation in Wilton Manors



38% ranked as #1



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Survey Monkey: Q7 General Comments Summary

NW / NE 21 Ct <ul style="list-style-type: none"> • 18 comments • Intersections mentioned: Andrews Ave, NW 25th St, Wilton Drive, NW 5th Ave • Most common topics: Signal issues, sidewalk gaps • Overall summary: Should be a priority roadway. There are a lot of sidewalk gaps. 	Wilton Drive <ul style="list-style-type: none"> • 18 comments • List of intersections mentioned: NE 7th Ave, 5 Points • Most common topics: Lack of shade, sidewalk gaps, pedestrian safety • Overall summary: More crosswalks and shade trees are needed. Cars are speeding. 	NE 26 Street <ul style="list-style-type: none"> • 18 comments • List of intersections mentioned: by Wilton Station, 5 Points, Federal Highway, NE 14th Ave • Most common topics: Speeding cars, lack of crosswalks, pedestrian safety issues • Overall summary: More crosswalks and sidewalks are needed 	5-Points <ul style="list-style-type: none"> • 8 comments • Most common topics: 5 points feels unsafe/difficult to cross • Overall summary: 5 Points intersection is hard to cross. There are signal timing issues. A pedestrian elevated walkway should be installed at 5 Points.
Powerline Rd <ul style="list-style-type: none"> • 6 comments • List of intersections mentioned: NW 29th St, Mickel Park entrance • Most common topics: Speeding, issues with bike lane placement • Overall summary: Cars are driving too fast on Powerline Road. No one is using the new bike lanes. 	Dixie Highway <ul style="list-style-type: none"> • 6 comments • List of intersections mentioned: NE 26th St, Oakland Park Blvd • Overall summary: Need better connectivity to the city Oakland Park. Bike facilities are needed on Dixie Hwy 	NE 6 Avenue <ul style="list-style-type: none"> • 5 comments • List of intersections mentioned: Oakland Park Blvd • Most common topics: Bike facilities are lacking, pedestrian issues (lighting, sidewalks) • Overall summary: Need better bike facilities. More lighting should be installed. The sidewalks need to be wider. 	Westside <ul style="list-style-type: none"> • 7 comments • List of intersections mentioned: NW/NE 21st Ct (Andrews to Wilton Dr), NW 20th St and Andrews, NW 21st Ct and NW 5th Ave • Most common topics: Lack of sidewalks, speeding cars on Powerline Rd, lack of crosswalks in the area. • Overall summary: There needs to be better connectivity from the Westside to Wilton Drive. Pedestrian safety is a big concern. There are many sidewalk gaps and a lack of safe crossing locations.
Misc. Locations <ul style="list-style-type: none"> • 20 comments • List of intersections mentioned: NE 5th Ave between the library and the liquor store, NE 24th St at the FEC tracks, NE 20th St, (from Wilton Drive to Wilton Tower), NE 9th Ave (Wilton Dr to NE 26th St), NE 5th Ave needs speed bumps ASAP between NE 26th St and NE 21st Ct. • Most common topics: Traffic calming, speeding, Connectivity • Overall summary: Vehicles are speeding on Powerline Road, NE 1st Avenue, NE 5th Avenue. There are several sidewalk gaps and connectivity to Wilton Drive should be a priority. 		General (No Locations) <ul style="list-style-type: none"> • 102 comments • Summary about sidewalks: Sidewalk gaps should be filled in. There is a concern for pedestrian safety. • Summary about biking: Biking needs to be safer in the City. More bike racks are needed. • Summary about Speeding: More police enforcement is needed to address speeding. Traffic calming is needed in some areas. • Summary about Circuit: It is a great addition to the City. The boundaries should be expanded. • Other: More transit options are needed. 	

Community Feedback: Community Meetings

Community Meetings:

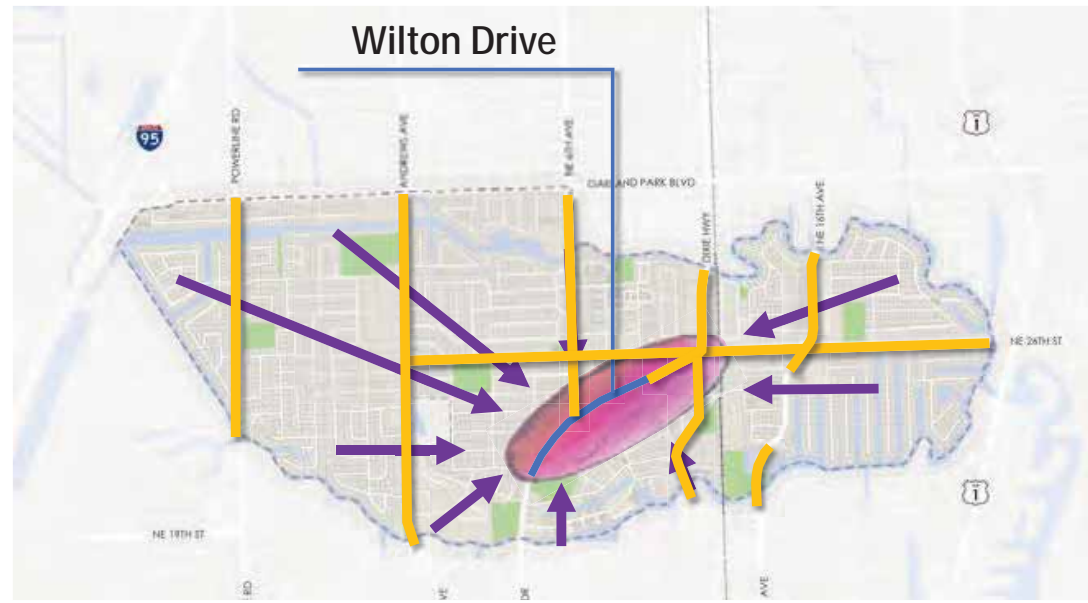
- 11 Attendees at 4/19/2023 Afternoon Meeting
- 19 Attendees at 4/24/2023 Evening Meeting



Community Meetings: Comments Summary

Andrews Avenue <ul style="list-style-type: none"> • 43 comments • List of intersections: NE 24th St, NE 26th St, NW 20th St, NW 21st Ct, NW 25th St, NW 29th St • Most common topics: Priority, pedestrian/crosswalk, intersection safety • Overall summary: Andrews Ave should be a priority roadway. There are lack of crosswalks and intersection safety concerns for pedestrians. 	NE 26 Street <ul style="list-style-type: none"> • 35 comments • List of intersections: 5 Points (east, Andrews Ave, NE 6th Ave, NE 8th Ave • Most common topics: Priority, Shade, Pedestrian • Overall summary: A lot of pedestrian safety concerns and crosswalk needs., NE 26th St is lacking shade and should be a priority roadway 	General Comments <ul style="list-style-type: none"> • 41 comments • Most common topics: Bike facilities; Routes • Overall summary: More off-street bike improvements are needed, additional bike racks are needed, cut through traffic is an ongoing
Powerline Rd <ul style="list-style-type: none"> • 22 comments • List of intersections: NW 25th Ct, NW 29th St, NW 9th Terr • Most common topics: Pedestrian, Crosswalk • Overall summary: There should be better connectivity to Mickel Park. There are a lot of pedestrian safety/crosswalk needs. 	Wilton Drive <ul style="list-style-type: none"> • 18 comments • List of intersections: City Hall, Belle Isle to 5 points, NE 20th St, NW 7th Ave • Most common topics: Pedestrian, Crosswalk, Signals • Overall summary: There is a lot of jaywalking, due to crosswalk placement. Signals take too long. 	
Dixie Highway <ul style="list-style-type: none"> • 15 comments • List of intersections: 5 points, NE 24th St, NE 26th St • Most common topics: Safety, Pedestrian • Overall summary: There are several safety comments. There are crosswalk needs and pedestrian safety issues. 	Misc. Locations <ul style="list-style-type: none"> • 16 comments • Locations: NE 15 Av; NE 21 Ct; NE 6 Av; NW 29 St • Overall summary: There are a lot of sidewalk gaps/needs. Due to vehicles speeding, there are bike/ped safety concerns 	

Roadways acting as Barriers.....



- It is not comfortable to traverse along “barrier” roadways
- In order to travel to Wilton Dr residents will need to either travel along or cross the barrier roadways
- There are few signalized crossing opportunities along these roadways.
- With few signalized crossings (as well as off-set intersections) residents must travel along barrier roadways



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Plan Study Area



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Wilton Manors Transportation Plan: County-Owned Roadways



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Roadway Assessments

1. Plan Study Area Considerations
2. 5-year Crash Trends (2018 – 2022)
3. Corridor Conditions / Observations
4. Focus Location Assessments
5. Roadway Summary



Andrews Av: Plan Study Area Considerations

- High Injury Network (+ Bike / Ped)
- FDOT Content Classification: C4 – Urban General
- Transit: • BCT Route 60 (downtown Ft Laud) + PREMO Hub at OP Blvd
- Adjacent Uses: • Wilton Manors Elementary; Charter K-8; PACE Center (6 – 12) • Publix & Dollar General • City Park • Assisted Living Facility
- Redevelopment opportunity: • TOC West • Several vacant parcels on east side, north of NE 29 St
- Prior Studies:
 - FDOT - Oakland Park Blvd Transit Corridor Study (2014), incl. intersection at Andrews Av, plus Bike Lane Projects on Andrews Av from OP Blvd to NW 29 St
 - City of Wilton Manors - Land Use Study for Andrews Ave and OP Blvd Corridors (2015)
 - City of Wilton Manors - Westside Neighborhood Traffic Calming Study (2022)
- Upcoming Broward County Projects:
 - Project 2164: Andrews Av & NE 26 St Intersection Improvements • Andrews Av Corridor Project: Complete Streets • PREMO (Intersection at OP Blvd)

Community Feedback:
 Survey Monkey: 16% ranked Andrews Av as #1 roadway for walkability improvements (overall ranking was #2)
 • Comments: Intersection at NW / NE 21 Ct, Residents west of Andrews Av want better connectivity to Wilton Dr

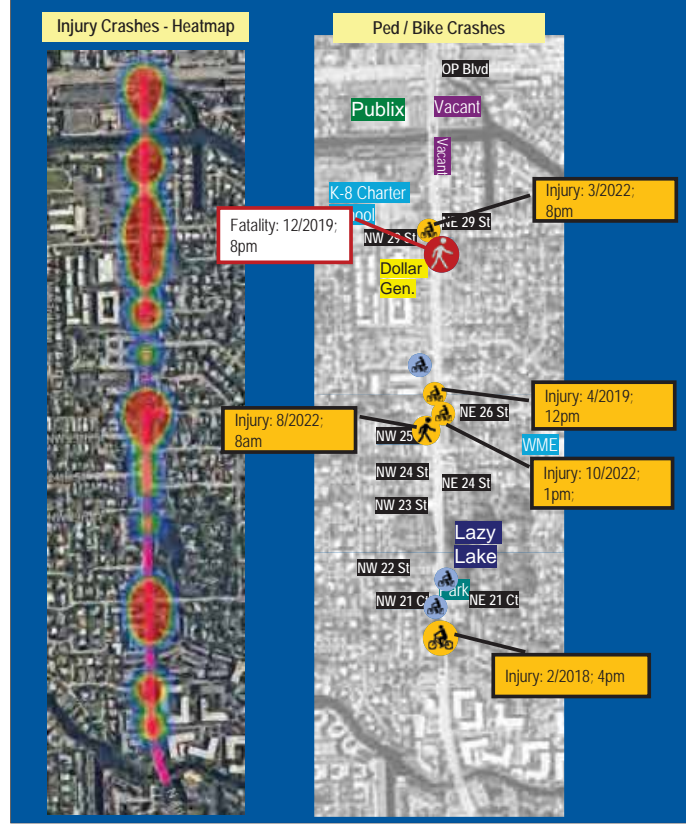
- Community Meetings:**
- Intersections discussed: NE 24th St, NE 26th St, NW 20th St, NW 21st Ct, NW 25th St, NW 29th St
 - Most common topics: Priority, pedestrian/crosswalk, intersection safety
 - Overall summary: Andrews Av should be a priority roadway. There are lack of crosswalks and intersection safety concerns for pedestrians.



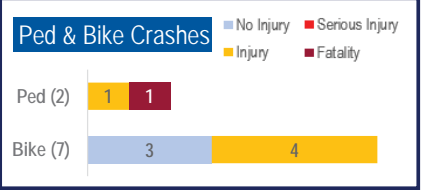
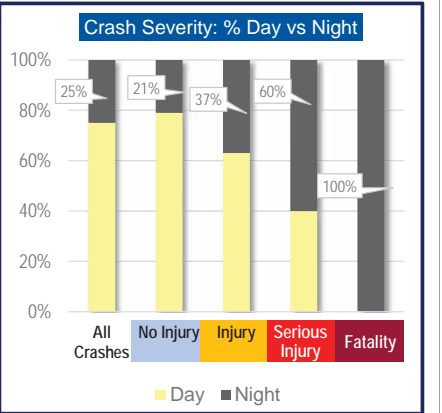
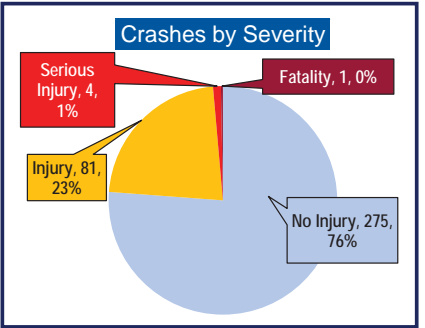
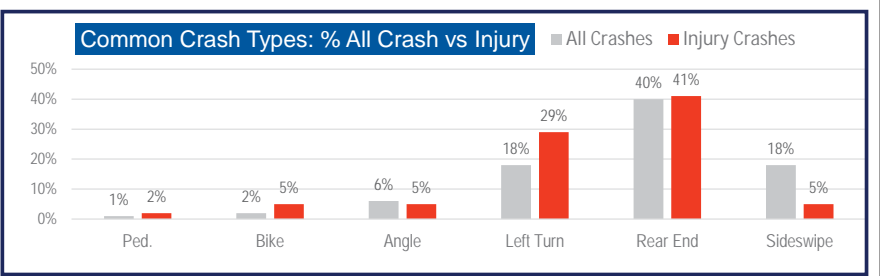
- Major Concerns:**
- ✓ Multimodal improvements in anticipation of future redevelopment
 - ✓ Address existing Crash Trends
 - ✓ Bicyclists riding on sidewalks
 - ✓ Missing or sub-par multimodal facilities for E/W crossings



Andrews Av: Crash Trends



2018 to 2022: 361 Total Crashes



35% of Crashes at Night result in Injuries

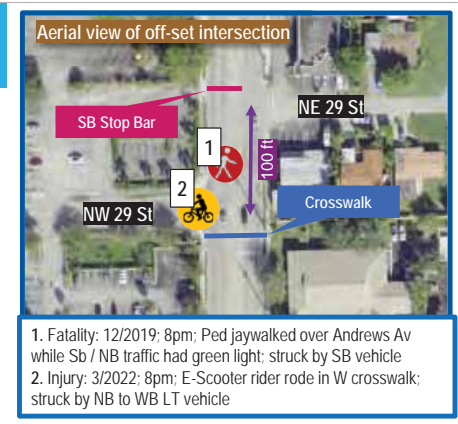
Andrews Av: Conditions & Observations

- Observations:**
- North of NE 24th St:
 - Frequent turn movements (center lane has no curb / median, mid-block left-turns, off-set intersections, narrow commercial lots / frequent driveways)
 - Heavy pedestrian activity, both along and crossing the roadway (shopping centers / retail, adjacent schools)
 - Roadway south of NE 24 St:
 - Fewer turning vehicles: East side of roadway has few driveways and only one commercial use; West side is mostly offices and residential uses
 - Much less pedestrian activity (except at NE 21 Ct)
 - **Bike Lanes:**
 - No bike lanes on entire corridor
 - Almost all bicyclists observed riding on sidewalks; some against traffic
 - **Sidewalks:**
 - Continuous, 5-ft wide, curbed on both sides of roadway
 - Numerous obstructions: mechanical equipment, utility poles, and vegetation in area adjacent to Lazy lake
 - **Crosswalks:**
 - No crosswalks over side streets at un-signalized intersections
 - Only 3 crosswalk locations over Andrews Av (1 - south leg at NW 29 St; 2 - south leg NW 24 St; & 3 - both north & south legs NW/ NE 21 Ct)
 - **BCT stops:** with few amenities & missing ADA facilities
 - No adjacency to crosswalks
 - Numerous off-set intersections
 - K-12 students esp. between NW 29 St to NE 24 St
 - Some jaywalking observed
 - No Ped-Scale Lighting on entire corridor
 - Several side streets prohibit left-turns onto Andrews Av; but no restrictive median and turns frequently observed



Focus Location #1: @ NW 29 St

- Field Audit Observations:**
- T / Off-set intersection:
 - NE 29 St is one-block north
 - No signalization at NE 29 St
 - NW 29 St SB Stop Bar set back, adjacent to NE 29 St (to allow LT out of NE 29 St)
 - **Crosswalks:**
 - 1 crosswalk: southern leg of NW 29 St. High-visibility pavement markings (refurbished in 2023)
 - No Crosswalks at NE 29 St
 - **Sidewalks:**
 - No sidewalk in south ROW, west of intersection – CSLIP project includes sidewalk.
 - **BCT Stops:**
 - NB BCT stop located at NB Stop Bar for NW 29 St (sign-only)
 - SB BCT Stop located at SB Stop Bar for NE 29 St (sign-only)
 - K-12 students
 - K-8 Charter school located 500 ft west of intersection: school zone starts approx. 230 ft west of intersection
 - K-12 students observed (waiting for parents, BCT, School bus)
 - NB to WB LT permitted both on protected and unprotected phase



1. Fatality: 12/2019; 8pm; Ped jaywalked over Andrews Av while Sb / NB traffic had green light; struck by SB vehicle
 2. Injury: 3/2022; 8pm; E-Scoter rider rode in W crosswalk; struck by NB to WB LT vehicle



24	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)	
10	Injury Crashes, including 1 serious injury and 1 fatality (42% of all crashes)	
4 Injury Crashes:	2 Injury Crashes:	5 Injury Crashes:
NB to WB LT crashes (incl E-scooter rider)	SB Rear End crashes (Incl. Serious Injury)	occurred at night (incl Serious Injury)

Transit riders, including students, wait at NB BCT Stop in afternoon. There is no shade or bench at the stop.

Bicyclist riding SB on west sidewalk, approaching intersection with NW 29 St

Focus Location #2: @ NE 26 St

Field Audit Observations:

- T-Intersection; west side of intersection is commercial properties with driveway entrances at intersection
 - Coin Laundry property (west side of intersection) is for sale
 - NB to WB LT prohibited
 - Crosswalks**:**
 - No crosswalks over Andrews Av
 - No marked crosswalk over NE 26th St
 - Sidewalks:**
 - No sidewalk in southern ROW, east of intersection
 - Sidewalk obstructions
 - BCT Stops:**
 - NB and SB BCT Transit Stops located approx. 50 ft north of intersection
 - K-12 students
 - Wilton Manors Elementary is approx. 1,000 ft east of intersection
 - Jaywalking at intersection (northern leg)
- ** Broward County Project includes crosswalk over northern leg and raised median in center of intersection. Crosswalks will have standard markings, no ped-scale lighting, and no walk to school signage or markings.



1. Injury: 10/2022: 1pm; Bicyclist rode SB in E sidewalk (against traffic); struck by WB to NB RT vehicle
 2. Injury: 4/2019; 12pm; Bicyclist rode WB over roadway during SB green light; struck by SB vehicle



Bicyclist riding NB on east sidewalk; approaching NB BCT stop



NE 26 St terminates at Andrews Av; Driveway entrance to coin laundry at west side of intersection (property is for sale)

45	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)
15	Injury Crashes (33% of all crashes)
9 Injury Crashes as a result of WB to SB LT crashes	2 Injury Crashes involved Bicyclists
	4 Injury Crashes occurred at night

No sidewalk in NE 26 St south ROW; Pedestrian walking in roadway approaching Andrews Av



No crosswalk over NE 26 St; Obstructions in south sidewalk



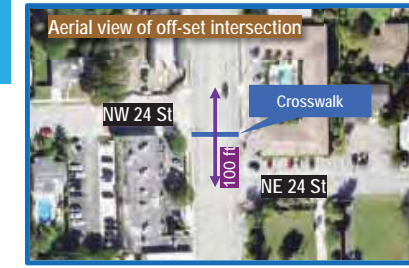
Large group of pedestrians jaywalking west over north end of intersection (on NB green light)



Focus Location #3: @ NW / NE 24 St

Field Audit Observations:

- Off-set intersections
- NW 24 St is signalized T-intersection
- Westside Neighborhood Traffic Calming Study recommends Neighborhood Gateway Feature at NW 24 St
- NE 24 St is un-signalized intersection, prohibiting LT in / out
- No LT Signage on SE corner is completely blocked by trees
- No LT Signage on west side of intersection has low visibility
- Observed many SB to EB left turns esp. during AM drop-off for WME
- Crosswalks:**
 - There is one crosswalk located between the two intersections
 - The crosswalk is the designated school crossing location for WME, with high-visibility markings and a school crossing guard
 - Several students observed crossing at this location
- Sidewalks:**
 - NE 24 St - No sidewalk on south ROW, east of intersection (leading to WME)
- BCT Stops:**
 - NB BCT stop located directly before NE 24 St (sign-only)
- K-12 Students:
 - NE 24 St leads directly to the WME drop-off and pick-up locations
 - Observed WME students jaywalking just north of crosswalk (to NE 25 St)
 - PACE Center for Girls (8 - 12) located 1 block south of NE 24 St



K-12 Bicyclist riding on sidewalk against traffic (SB on east) approaching NW 24 St crosswalk



Obstructed LT prohibited sign



Bicyclist riding in parking lot abutting sidewalk

At NE 24 St both LT in and out are prohibited; LT (in) prohibited sign is fully obstructed by tree; Frequent SB to EB LTs observed during WME AM drop-off; No crosswalk over NE 24 St; No sidewalk in south ROW of NE 24 St

13	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)
1	Injury Crash (SB Rear End at NW 24 St)



WME Student: Jaywalking just north of crosswalk; leading to NE 25 St (more direct route to WME entry)

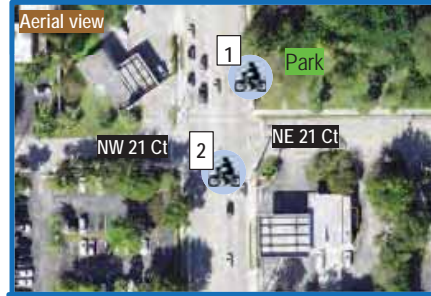


Bicyclist riding NB on east sidewalk approaching NB BCT stop (sign only) and NE 24 St; Lazy Lake wall abuts east sidewalk;

Focus Location #4: @ NW / NE 21 Ct

Field Audit Observations:

- 4-way intersection
 - 1st 4-way intersection south of OP Blvd
- Permissive only left-turn phases for all approaches
- Crosswalks:**
 - Located at all intersection legs
 - Standard markings
 - Observed LT vehicles not yielding to ped's in crosswalks
 - Observed most pedestrians waiting for pedestrian phase to cross; Some jaywalking observed
- Sidewalks:**
 - No sidewalk in southern ROW, east of intersection
 - No sidewalk in northern ROW, west of intersection
- Intersection is ~2,170 feet (less than 1/2 mile) from Wilton Dr
 - Most direct route to Wilton Dr from westside WM
 - No wayfinding signage
- Rachel Richardson pocket park at NE corner
- Observed some pedestrian activity to/from convenience store at SE corner



1. No Injury: 5/2019; 11 pm; Bicyclist rode NB in right shoulder; Struck by NB driver just north of intersection
 2. No Injury: 9/2018; 5 pm; Bicyclist in south crosswalk; struck by WB to SB LT vehicle



Bicyclist riding NB on east sidewalk

18	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)
9	Injury Crashes (50% of all crashes)
5 Injury Crashes as a result of SB to EB LT collisions	5 Injury Crashes involved NB vehicles
	2 Injury Crashes occurred at night



Ped in south crosswalk; LT vehicles not yielding to ped's during ped signal phase



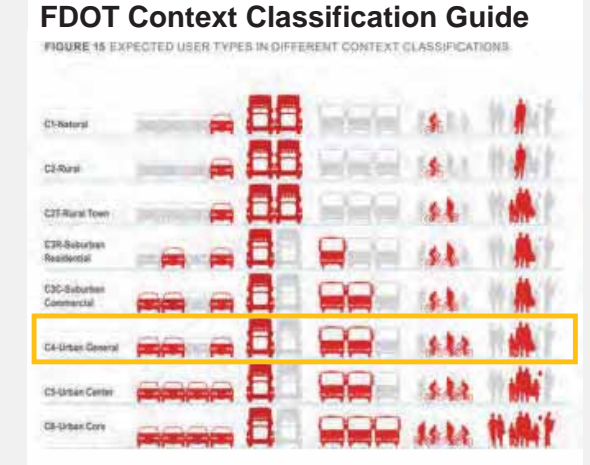
E-Bicyclist riding NB on east sidewalk; Rachel Richardson Park at NE corner



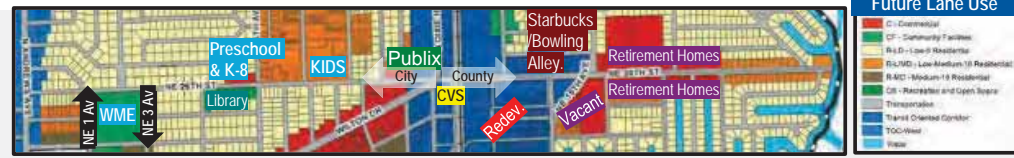
Most pedestrians wanting to cross E/W over Andrews Av were observed waiting for ped signal phase (incl bicyclists)

Andrews Av: Summary of Issues

- Speeding vehicles
- No bicycle facilities
- Narrow sidewalks, with obstructions
- Dark at night, especially for pedestrians
- Long block length to cross to other side of street
- Access Management issues (turning opportunities, conflict points, prohibited turn movements)
- BCT Stops are missing pedestrian amenities and are not ADA compliant
- Long crossing distance at crosswalks
- Pedestrian / Vehicle conflicts at crosswalks
- Insufficient crossing time for E/W crosswalks
- No wayfinding signage
- No school crossing signage or pavement markings



NE 26 St: Plan Study Area Assessment



- High Injury Network
- Transit: BCT Route 20 (Downtown Ft Lauderdale)
- Adjacent to: Wilton Manors Elementary School • Little Flowers Montessori (Preschool & K-8) • KIDS in Distress (daycare + K-5 aftercare) • Publix • CVS • Wilton Drive • Assisted Living facilities / Retirement homes
- Redevelopment opportunity: TOC • TOC West • "Holy" site • Bowling Alley site • Vacant "Church" parcel
- Prior Studies: TOD Master Plan (2018) • First, Last Mile (ongoing)
- Upcoming Broward County Projects:
 - Project 2164: Andrews Av & NE 26 St Intersection Improvements
 - MAP Broward NE 26 Street Roadway Improvements

Community Feedback:

- Survey Monkey:
- 22% of respondents ranked NE 26 St as #1 roadway for walkability improvements (overall ranking was #4)
 - General comments (many!):
 - Most common topics: Speeding cars, lack of crosswalks, pedestrian safety issues
 - Overall summary: More crosswalks and sidewalks are needed

Community Meetings:

- Most common topics: Priority, Shade, Pedestrian
- Overall summary: A lot of pedestrian safety concerns and crosswalk needs; NE 26th St is lacking shade and should be a priority roadway.

Major Concerns:

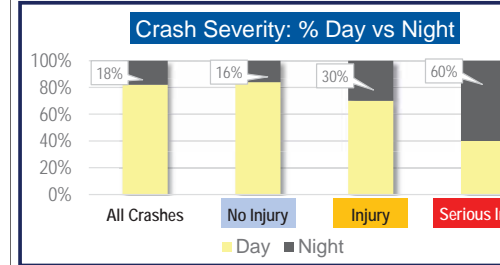
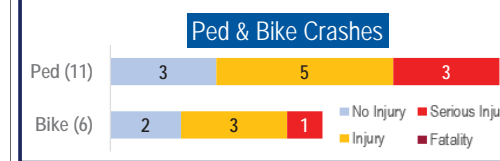
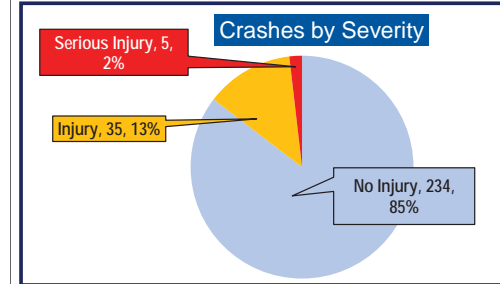
- ✓ Multimodal improvements in anticipation of future redevelopment
- ✓ Address existing Crash Trends
- ✓ Prepare for additional cut-through traffic
- ✓ Additional N/S crossing opportunities

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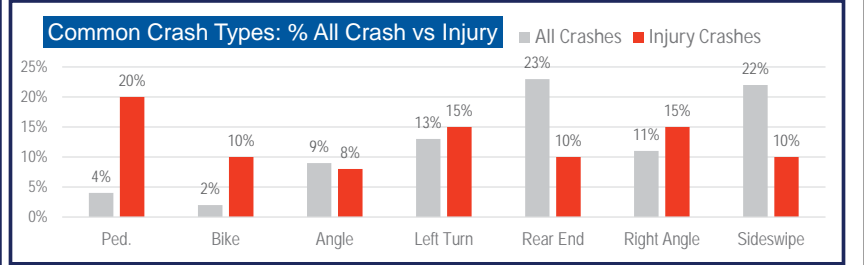


NE 26 St: Crash Trends

2018 to 2022: 274 Total Crashes



24% of Crashes at Night result in Injuries



NE 26 St: Conditions & Observations

Observations:

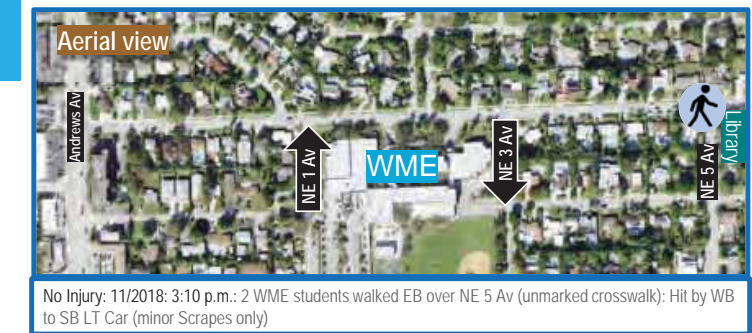
- **Crosswalks:**
 - Mid-block crosswalks @ NE 3 Av / east end of WME; NE 9 Av / east end of KIDS (leading to City-owned parking lot)
- **Sidewalks:**
 - No sidewalk in southern ROW from Andrews Av to NE 1 Av
- **Bike Lanes:**
 - Unprotected bike lanes from 1 block east of Andrews Av to west side of 5-Points
 - No bike lanes east of 5-Points
 - Bicyclists observed riding on sidewalks, especially at / east of 5-Points
 - Delivery trucks parked in bike lane (rear of Rosie's)
- **BCT Stops:**
 - Route only east of NE 15 / 16 Av
 - Stops have signs only
 - Frequent jaywalking observed:
 - NE 11 Av (west access to Publix)
 - east of 5-Points (at FEC)
 - between NE 14 & 15 Av (Holy site & Starbucks)
 - Many ped's walking dogs, esp 5-Points & west
 - Heavy Ped activity at:
 - WME
 - NE 6 Av - NE 9 Av: to / from Wilton Dr
 - 5-Points (crossing, plus access to Publix / Dunkin Donuts)
 - No Ped-Scale Lighting on entire corridor, except at 5-Points
 - K-12 Students:
 - School Speed Limit (15 MPH) 7:30 - 8:30 am & 2:30 - 3:30 pm from Andrews Av to NE 6 Av
 - Many K-12 students, esp west of 5-Points



Focus Location #1: @ WME City-owned

Field Audit Observations:

- **Sidewalks:**
 - No sidewalk in southern ROW, between Andrews Av and NE 1 Av
 - Observed ped walking in bike lane
- **Crosswalks:**
 - Mid-block crosswalk over NE 26 St on east side of school (NE 3 Av)
 - Except for NE 3 Av, no crosswalks over any side streets
- **Bike Lanes:**
 - Bike Lanes begin / end approx. 250 feet from Andrews Av intersection
- **WME activity:**
 - WME School Speed Limit (15 MPH) 7:30 - 8:30 am & 2:30 - 3:30 pm from Andrews Av to NE 6 Av
 - WME School Bus Loop accessible from NE 26 St
 - Ped activity during WME morning drop-off (8 - 8:30 a.m.)
 - Frequent left turns to / from NE 26 St at NE 1 Av, School Bus Loop, and NE 3 Av during WME morning drop-off (8 - 8:30 a.m.)
 - Observed jaywalking over NE 26 St near west side of school (NE 1 Av)
 - NE 1 Av is one-way NB;
 - No turns from NE 26 St to NE 1 Av permitted
 - NE 3 Av is one-way SB



NE 1 Av is a one-way NB roadway; Frequent LT from NE 1 Av to NE 26 St during WME morning drop-off

Starting at NE 1 Av, no sidewalk in southern ROW. There is a sidewalk and bike lane in northern ROW.



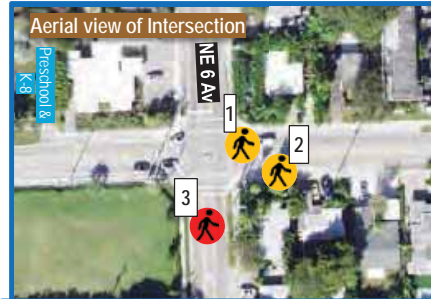
15	Crashes from 2018 to 2022
1	Injury Crash: WB to SB LT from NE 26 St to NE 3 Av (July, 6am)



Focus Location #2: @ NE 6 Av

Field Audit Observations:

- Sidewalks:**
 - Sidewalk widens to shared use path
 - Numerous sidewalk obstructions in widened sidewalk
- Crosswalks:**
 - Over all intersection legs
 - Standard markings, despite adjacency to 3 childcare facilities
- Bike Lanes:**
 - NE 26 St bike lane begins / ends within 100 ft of intersection /into widened sidewalk
 - No signage indicating if bicyclists should continue riding on roadway or should ride on sidewalk
 - Bicyclists observed riding on sidewalk and on roadway (no bike lane)
- Permissive only left-turn phases for all approaches
- Many pedestrians crossing N/S (Wilton Dr is 950 ft south of intersection)
- No Ped-Scale lights on NE 26 St
 - Pedestrian-scale lights on NE 6 Av
- K-12 Students:
 - Intersection is adjacent to 3 schools / childcare facilities
 - Observed young children crossing at intersection
 - Crosswalk does not have special emphasis pavement marking
 - WME School Speed Limit (15 MPH) 7:30 - 8:30 am & 2:30 - 3:30 pm begins / ends at west side of NE 6 Av



1. Injury: 4/2019; 7 pm; Ped in east crosswalk; struck by WB car (ran red light)
 2. Injury: 5/2021; 12 pm; Ped in SE sidewalk hit by car after collision at NE 6 Av
 3. Serious Injury: 12/2021; 3 am; Ped jaywalked over NE 6 Av, just south of 26 St; struck by NB car

Family with young children cross in north crosswalk; several Daycare & K-5 are east & west of intersection



Pedestrians crossing south over intersection; ped-scale lights on NE 6 Av

Bike Lane and WME School Zone end west of intersection; SW sidewalk widens to shared use path; No signage telling bicyclists to ride on roadway or sidewalks; Numerous sidewalk obstructions

26	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)	
7	Injury Crashes (24% of all crashes)	4 Injury Crashes as a result of through driver running a red light and striking vehicle traveling in other direction
		3 Injury Crashes involved Pedestrians

Bicyclist riding on NE 26 St (no bike lane at intersection)



E-scooter riding EB in NW sidewalk (against traffic)



Bicyclist riding SB in western crosswalk



Focus Location #3: @ 5-Points

Field Audit Observations:

- Bike Lanes:**
 - Bike Lane ends at west side of 5-Points
 - Almost all bicyclists observed riding on sidewalk; including against traffic
 - EB to NB bicyclists cut-through Dunkin-Donuts or Publix parking lot to go NB on Dixie Hwy
- Crosswalks:**
 - All crosswalks have special treatment / stamped concrete
 - In SW corner, crosswalk includes raised porkchop median
- Sidewalks:**
 - Sidewalk obstructions (in NW and SE corners)
 - No sidewalk in eastern ROW north of intersection
 - Dry Clean building wall abuts sidewalk in NE corner
 - Right-turn slip lane with raised porkchop island in for EB to SB RT from Wilton Dr to Dixie Hwy, Pedestrians observed walking dogs
- K-12 Students:**
 - Young children crossing at intersection (KIDS and Busy Bees daycare less than 1,000 ft from intersection)
 - Frequent jaywalking observed just west of 5-Points, to access Publix parking lot
 - Jaywalking observed east of 5-Points at CVS entrance



Dry cleaning business wall abuts NE sidewalk; riding on sidewalk



Jaywalking east of intersection, adjacent to CVS entrance



Numerous sidewalk obstructions; riding on sidewalk



Many pedestrians walking dogs cross at intersection; Pedestrians waiting in porkchop island

68	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)	
6	Injury Crashes including 1 Serious Injury (8% of all crashes)	2 Injury Crashes involved a BCT Bus (EB from Wilton Dr to NB Dixie Hwy)
		1 Injury Crash was from an EB to SB RT from NE 26 St to Dixie Hwy

Riding against traffic in north crosswalk



Riding in roadway (no bike lane)



Well worn path at entrance to Publix Parking Lot



Jaywalking west of intersection, heading to Publix parking lot entrance



Many pedestrians walking dogs cross at intersection



Young children crossing

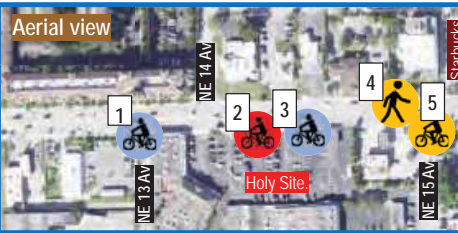


WB to NB RT vehicles not yielding to pedestrians in crosswalk

Focus Location #4: @ NE 13 to 15 Av

Field Audit Observations:

- Bike Lanes:**
 - No Bike Lanes
 - Bicyclists riding in road and on sidewalks
- Sidewalks:**
 - Continuous 5-ft wide sidewalk
 - Many sidewalk obstructions (utility poles)
 - Holy Cross Medical Group Bldg wall directly abuts sidewalk east of NE 13 Av
 - Wilton Station has covered pedestrian walkway adjacent to public sidewalks
- Crosswalks:**
 - No crosswalks in mid-block area
 - No crosswalks over any side streets
 - Center lane permits all turn movements
 - Frequent left turns to / from NE 26 St to / from gas stations, Starbucks, and NE 13 Av
- A lot of jaywalking observed in morning:
 - NE 13 Av (to Eucalyptus Gardens or Wilton Station)
 - To Starbucks
- No Ped-Scale Lighting; Street lighting on north side of roadway



1. No Injury: 8/2019; 1 pm; Bike riding in right shoulder hit by NB to WB LT leaving NE 13 Av
 2. Serious Injury: 4/2019; 6:40 am; Bike darted out of Holy site parking lot; struck by EB car
 3. No injury: 11/2021; 8 am; Bike rode WB in EB lane's shoulder; Hit by EB car
 4. Injury: 5/2021; 1 pm; Ped jaywalked over 26 St in front of Valero; struck by EB car
 5. Injury: 8/2020; 9 pm; Bicyclist rode WB in S sidewalk / crosswalk (against traffic); struck by EB to SB RT onto NE 15 Av

54	Crashes from 2018 to 2022, from FEC tracks to NE 15 Av	
7	Injury Crashes , including 1 Serious Injury (15% of all crashes)	1 Injury Crash with Pedestrian
		2 Injury Crashes involved Bicyclists
		3 Injury Crashes occurred at night

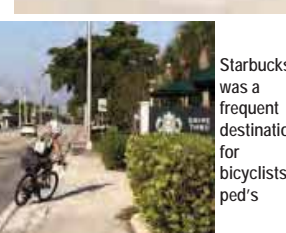
Bicyclist riding on sidewalk despite obstructions



Bicyclist riding on sidewalk adjacent to Wilton Station



Bicyclist riding in roadway



Starbucks was a frequent destination for bicyclists & ped's

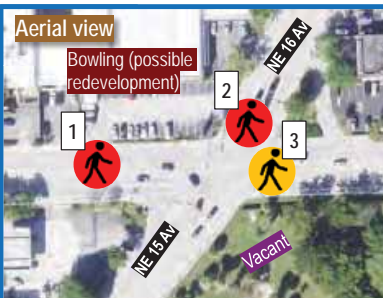
East view of roadway from NE 13 Av. No crosswalk over side streets and no center medians



Focus Location #5: @ NE 15 / 16 Av

Field Audit Observations :

- Bike Lanes:**
 - No Bike Lanes
 - Bicyclists riding in road and on sidewalks
- Sidewalks:**
 - Sidewalk obstructions
 - No sidewalk in eastern ROW north of intersection
 - Sidewalk in western ROW north of intersection is disjointed due to driveway access to Bowling Alley
- Crosswalks:**
 - Crosswalks have standard / low emphasis markings
 - Southern and western crosswalks connect through porkchop island
- BCT Buses make NB to EB LT or WB to SB LT
- Observed Bus making WB to SB LT not yielding to pedestrians in crosswalks
- Right-turn slip lane with raised porkchop islands in SW and NE corners
 - Island in NE corner is very elongated



1. Serious Injury: 11/2020; 8pm; Ped jaywalked over 26 St in front of Bowling Alley; struck by EB car
 2. Serious Injury: 4/2022; 9am; Ped in north crosswalk; struck by EB to NB LT car
 3. Injury: 8/2018; 11am; Ped in east crosswalk; struck by SB to EB LT car

SB to WB RT vehicle not yielding to pedestrian in west crosswalk



WB to SB LT Bus not yielding to pedestrian in south crosswalk



17	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)	
5	Injury Crashes including 1 Serious Injury (25% of all crashes)	3 Injury Crashes involved a Pedestrian (incl 2 Serious Injury)
		1 Injury Crash involved a BCT Bus (bus was travelling WB to SB LT)

Bicyclist riding on sidewalk against traffic, EB in north sidewalk



Trash receptacle in SW corner obstructs sidewalk



Stop for pedestrians in crosswalk signage in SW corner RT slip lane



Overgrown landscaping in front of Bowling Alley obstructing sidewalk



Bicyclist riding on south sidewalk

Focus Location #5: @ East of NE 15 / 16 Av

Field Audit Observations:

- No Bike Lanes; Bicyclists riding in road and on sidewalks
- No crosswalks over any side streets
- No sidewalks on any side streets
- Single family / Duplex residential properties located in eastern end of roadway.
 - Properties have back-out parking
 - Residential garbage obstructing sidewalk
- BCT Bus stops have no amenities; signs only
- Very high-speed traffic
- Jaywalking observed in AM



1. Injury: 4/2018; 3pm; Bicyclist rode EB in N sidewalk (against traffic); struck by SB vehicle leaving 1701 parking lot

26	Crashes from 2018 to 2022
7	<p>Injury Crashes (27% of all crashes)</p> <p>2 Injury Crashes involved a Pedestrian (incl 2 Serious Injury)</p> <p>All Injury Crashes occurred between 1600 block and 1900 block (area with no center median)</p>

Residential garbage cans placed on sidewalk and back-out parking

No crosswalks over any side streets



Jaywalking, in center lane



Bicyclist riding in center lane



Bicyclist riding in right shoulder



E-Scooter riding on sidewalk against traffic (EB in north sidewalk)

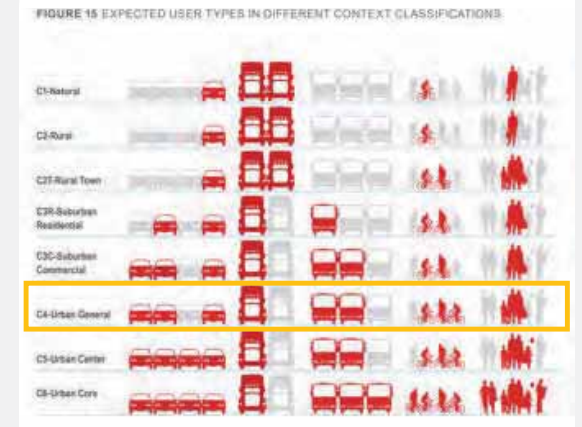


No center lane median until east of NE 19 Av

NE 26 St: Summary of Issues

- Speeding vehicles
- No bicycle facilities (5-Points east)
- Missing Sidewalks (Near WME)
- Narrow sidewalks, with obstructions
- Dark at night, especially for pedestrians
- Long block length to cross to other side of street (N/S crossings)
- Access Management issues (turning opportunities, conflict points, prohibited turn movements)
- BCT Stops are missing pedestrian amenities and are not ADA compliant
- Unmarked crosswalks
- Long crossing distance at crosswalks
- Pedestrian / Vehicle conflicts at crosswalks
- Pedestrian / Vehicle conflicts at slip lanes
- Insufficient crossing time for E/W & N/S crosswalks
- No wayfinding signage

FDOT Context Classification Guide



Major Concerns:

- Multimodal improvements in anticipation of future redevelopment
- Address existing Crash Trends
- Prepare for additional cut-through traffic
- Additional N/S crossing opportunities

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- County Projects / Planned Improvements
- Next Steps
- Q&A



County Projects / Planned Improvements

Andrews Av:

- Project 2164: Andrews Av & NE 26 St Intersection Improvements**
 - Design is complete; Const. Nov 2023
 - New crosswalk over Andrews Av @ northern leg; Convert span wire to mast arm; New raised median to prohibit NB to WB LT
- Andrews Av Corridor Project: Complete Streets**
 - Design is Nov. 2023 – 2025

Primary Scope of Work	Location/Limits	Description
Bike Lanes/Complete Street Features	Andrews Avenue from Sunrise Boulevard to Oakland Park Boulevard	Install Bike Lanes/Complete Street Features, signing and pavement marking through road resurfacing or widening to connect existing facilities
Add southbound right turn lane	Sunrise Boulevard intersection at Andrews Avenue	Widening southbound roadway to add new right turn lane.
New mast arms and new signal equipment at the intersections.	Andrews Avenue at NW 13 th Street and NW 16 th Street	Convert traffic signal supports from span-wire to mast-arm support. Conversion may include mast-arm foundations, poles and arms, updated signals and equipment, ADA upgrades.
Drainage Improvements	Intersection of Andrews Avenue and Oakland Park Boulevard and NW 13 th Street.	Evaluate existing drainage system and, if necessary, replace/rehabilitate aging drainage piping and structures and regrade swale or pavement areas to address flooding complaints.

- PREMO (Intersection at OP Blvd)**

NE 26 St

- MAP Broward NE 26 Street Roadway Improvements**
 - East of 5-Points to eastern City boundary
 - Design is complete
 - Widened sidewalks to 7 ft
 - Lane reduction: one 11 ft lane, one 10 ft lane
 - Center lane raised median with mid-block crosswalk (and special emphasis pavement markings) at east end of NE 14 Av
 - Center lane raised medians: adjacent to east end of Holy site; east end of Independence Hall parking lot; west end of NE 18 Av; and east end of NE 18 Av.



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Next Steps

- ✓ Safe System Approach
- ✓ Following County and FDOT manuals and procedures
- ✓ Seeking feedback on methodology expectations/requirements and key staff for coordination purposes



6/19/2020 Broward County, FL Code of Ordinances

Section	Chapter	Article	Section	Description
...
...
...

Q&A



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10/17 → meeting with Broward County



VISITOR SIGN-IN SHEET

DATE	NAME Please Print	AGENCY/AFFILIATION	PERSON WITH WHOM YOU ARE MEETING	TOPIC OF MEETING
10/17	ARMANDO AGUIAR	MARLIN ENGINEERING AAGUIAR@MARLIN ENGINEERING.COM	BC	WILTON MANOR PRESENTATION
10/17	Toni De Jesus	Wilton Manors	MPO	"
10/17	Betsy JEFFERS	Marlin Engineering for Broward Co	Karen	
10/17	LAILA KITCHEN	BROWARD Co. HCED	karen	"
10/17	Jessica Josselyn	Kittelson	"	"
10/17	Adam Burghdoff	"	"	"
10/17	CARMELO CARATACCIOL	BROWARD TED	KAREN	"
10/17	Mohammad Pervez	Broward County HCED	Karen	mpervez@ → "

BMPO = Karen, Mark P, Fazal

Meeting Summary

October 23, 2023

Project# 25776.008

To: Karen Friedman, AICP
Broward MPO
Trade Centre South, 100 West Cypress Creek Road, Suite 650
Fort Lauderdale, FL 33309

From: Jessica Josselyn

CC: Adam Burghdoff, PE and Chris Romano, AICP, LEED AP ND

RE: Wilton Manors Transportation Master Plan Meeting with Broward County

MEETING INFORMATION

Meeting Purpose	Review potential solutions with Broward County Staff on three county-owned roadways in Wilton Manors: Andrews Av, NE 26 St (east of 5-Points) and two sections of NE 6 Av
Meeting Date and Time	October 17, 2023 / 9:00 AM – 10:30 AM
Meeting Attendees	Broward County, Broward MPO, Kittelson & Associates, Inc., and Marlin Engineering, Inc.
Meeting Agenda	<ol style="list-style-type: none"> 1. Project Schedule / Current Status 2. Andrews Av 3. NE 26 St 4. NE 6 Av 5. Next Steps

Meeting Discussion

The following discussion points were made in the meeting. Action items and follow-up questions are noted in **bold**:

General Comments:

- MUTCD applies for full ped signal
- RRFB haven't been observed being used much on Andrews Av, north of Oakland Park Blvd.
 - City of OP paid for the RRFB and the quality may not be as good as other RRFB.

Andrews Ave Comments:

- Need outside lane (or one of the lanes) 11' for transit
 - Typical section needs to be signed by Highway and Construction for County Roadway
 - 10' lane needs Richard's sign off
 - A1A has 10' with curb and gutter
 - **ACTION ITEM: Need to coordinate with BCT to get Richard to buy-off on 10' lane with C&G**
- Label as wide sidewalk not SUP because of the trees/landscaping
- **ACTION ITEM: County to provide MPO Andrews as-builts in OPB**
- Median can be 10' instead of 12'

- Laying out locations of medians – Marlin asked if this was being done and Karen said yes and that public support will be gathered
- County doesn't require Public Hearing – that is an FDOT requirement
- Lighting will be a big impact
 - **ACTION ITEM: Karen wants Kittelson to develop cost differences for lighting changes**
 - Marlin noted the lighting could stay (3-4') in tree line and may not need to be underground
- @21st
 - **ACTION ITEM: County can provide the MPO the left-turn data**
 - MPO suggested we put stop bars further back from crosswalk since drivers creep up past stop bars
- @NE 24th St
 - County noted this will be a tricky intersection and they need to speak with their team
 - MPO agreed this is like a tight interchange operation. Inefficiencies for traffic flow, but would benefit ped crossings
- @15th/16th St
 - Talked about 100' ICD peanut roundabout within ROW
 - Said the peanut may function a bit better than regular
 - **ACTION ITEM: If lane elimination is a no-go, we will need to relook at intersection options**

26th St Comments:

- Lane Elimination/Repurposing
 - City staff said community doesn't want lane elimination
 - MPO shared they have not received this direction
 - City noted that the Commission is against it
 - County said volumes are too high and County has rejected it
 - Would have to go through the board
 - MPO staff suggested to not show it so we don't lose everyone trying to get other improvements
 - Noted that access could be a problem too
 - **ACTION ITEMS:**
 - County will send the MPO volumes
 - County will send lane elimination criteria

@15th/16th St

- Talked about 100' ICD peanut roundabout within ROW
 - Said the peanut may function a bit better than regular
- **ACTION ITEM: If lane elimination is a no-go, we will need to relook at intersection options**

NE 6th Ave Comments:

- Split phase recommended by MPO staff
- Marlin noted the sidewalk width to get the bike lane in may not work (only get three feet and need five)
- @NE 24th to Wilton Drive
 - Kittelson is creating roundabout opportunity @ Wilton/6th Ave
 - No transit signal priority here – folks weren't aware why it was designed this way
 - Recent request from new ped/bike coordinator at FDOT went to the County
 - **ACTION ITEM: County will forward list of recommendations**

Next Steps:

- Need Richard Tornese and BCT to review/confirm recommendations
- MPO staff recommended that a presentation be given to the Broward County Complete Streets Committee

- o ACTION ITEM: MPO will coordinate if it fits into the overall schedule

Transportation Master Plan Proposed Solutions

October 17, 2023 | Meeting with Broward County

BrowardMPO.org

Agenda

1. Project Schedule / Current Status
Existing Conditions & Key Issues (recap) + Proposed Solutions:
2. Andrews Av
3. NE 26 St
4. NE 6 Av
5. Next Steps

Meeting Goals:

- ✓ Keep County staff informed on project status and next steps
- ✓ Provide *brief* recap of Existing Conditions and Significant Issues
- ✓ Present Potential Solutions for County-owned roadways
- ✓ Hear from **COUNTY** Staff: Feedback on Potential Solutions
- ✓ Hear from **COUNTY** Staff: Path forward for "approval" of TMP
- ✓ Hear from **COUNTY** Staff: Status of roadway projects in Wilton Manors

Plan Study Area

County-Owned

Plan Study Area: Six roadways to be assessed for existing conditions / needs and have specific transportation projects identified.

- Traverse the City (3 N/S roadways + 3 E/W roadways)
- Varying roadway classifications / intensities
- Abut diverse land use categories / densities
- Focus on both corridors and intersections

(1) Powerline Rd (2) Andrews Av (3) NE 26 St (4) N. Dixie Hwy (5) NE 24 St Route (6) NE 21 Ct Route (+ Future westside route)

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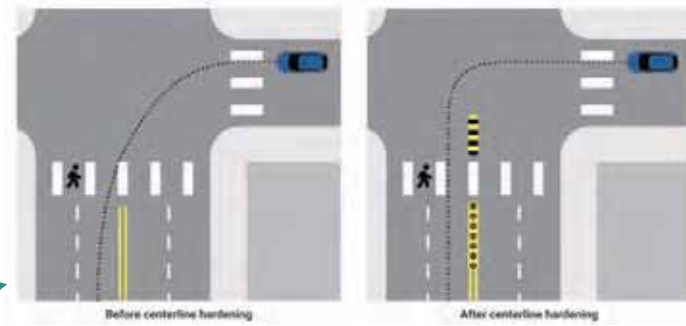
The City of Wilton Manors TRANSPORTATION MASTER PLAN

May Identify Plan Study Area Staff Working Group Mtg #3	June • Data Collection • Field Audits • Existing Conditions Analysis	July Stakeholder Meetings	August Needs Assessment Staff Working Group Mtg #4
September Solutions Toolkit Staff Working Group Mtg #5	October Stakeholder Meetings	November City Commission Meeting	December Recommendations Staff Working Group Mtg #6
2024 January Community Meetings Stakeholder Meetings	February Community Meetings	March • Finalize Recommendations • Prepare Cost Estimates • Prepare Plan Report	April Draft Plan Report submitted to City

Meeting with County (7/20): Present Existing Conditions & Issues for WM TMP

Citywide Proposed Solutions: All Signalized Intersections

- ✓ **Signals should be retimed** to allow for pedestrians to cross at 3.5 ft / second; where senior housing is present, they should allow crossings at 2.8 ft / second
- ✓ **Leading pedestrian interval treatments** will be considered
- ✓ **Protected left turn phases** will be considered
- ✓ **Left turn calming treatments** like hardened centerlines will be considered
- ✓ **Pedestrian refuge islands** or treatments to **reduce crossing distance** will be evaluated and included as space permits
- ✓ **Lighting** should be evaluated for both drivers and pedestrians
- ✓ Signals will be evaluated for **no right turn on red treatments**



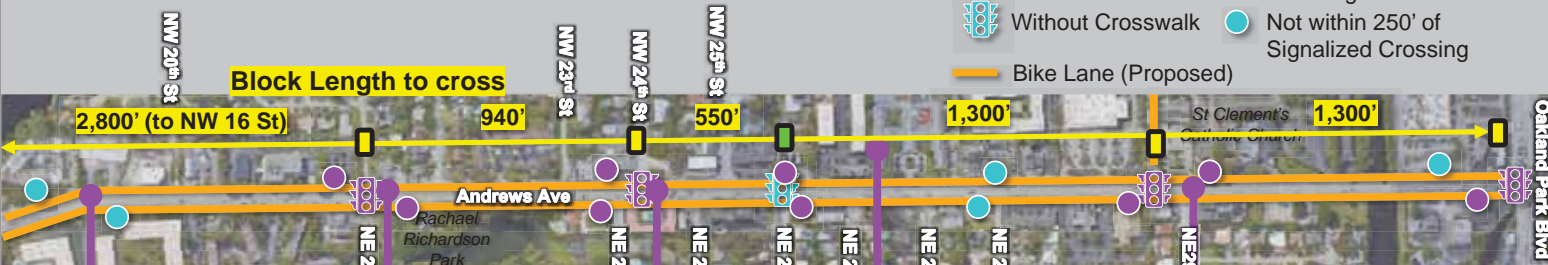
Citywide Proposed Solutions: All Mid-block Crossings

- ✓ All mid-block crossings are intended to include **Rectangular Rapid Flashing Beacons (RRFBs)**
- ✓ Prior to installation, all identified mid-block crossing locations should be evaluated to see if they meet **MUTCD warrants for Pedestrian Hybrid Beacons (PHBs) or signals.***
- ✓ **On 2-Lane roads**, mid-block crossings should also be **raised**
- ✓ **On roads with 3 or more lanes**, **pedestrian refuge islands** should be included where space permits
- ✓ **Lighting** should be evaluated for both **drivers and pedestrians**



Andrews Av Summary of Key Findings

- Biking LTS = 4
- Ped LTS = 3
- Signals
 - With Crosswalk
 - Without Crosswalk
- Bus Stops
 - Within 250' of Signalized Crossing
 - Not within 250' of Signalized Crossing
- Bike Lane (Proposed)



- Undefined roadway space
- Left turns are not protected
- Signal timing is too short to allow a person walking at an average speed (3.5 ft / sec) to fully cross Andrews Ave
- Long distances between ped. crossings & bus stops far from crossings; encourages people to cross outside of crosswalks
- Fatal crash involving people walking across the street

- ### Other General Issues
- Drivers observed speeding
 - Frequent sidewalk obstructions
 - Offset intersections limit east / west crossings
 - Proposed bike lanes are LTS 3
 - Bus stops missing amenities
 - No access control / median and frequent driveways
 - Limited lighting at night

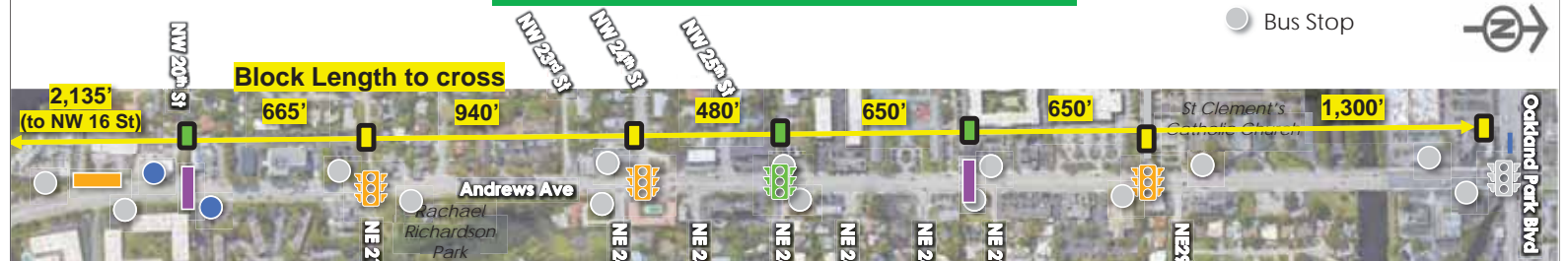


361 Total Crashes (2018 to 2022) excluding OP Blvd

- 4 Serious Injury + 1 Fatality (Ped)
- 41% of Injury Crashes caused by Rear End collisions
- 7 Bike crashes (incl. 1 Fatality)
- Nighttime Crashes: 37% of Injury, 60% of Serious Injury, & fatality
- 35% of nighttime crashes result in injuries

Andrews Av Summary of Potential Corridor Treatments

- **Re/Connecting Wilton Manors**
- Existing / Committed Facilities
 - Bike Lane
 - Signal
 - Bus Stop



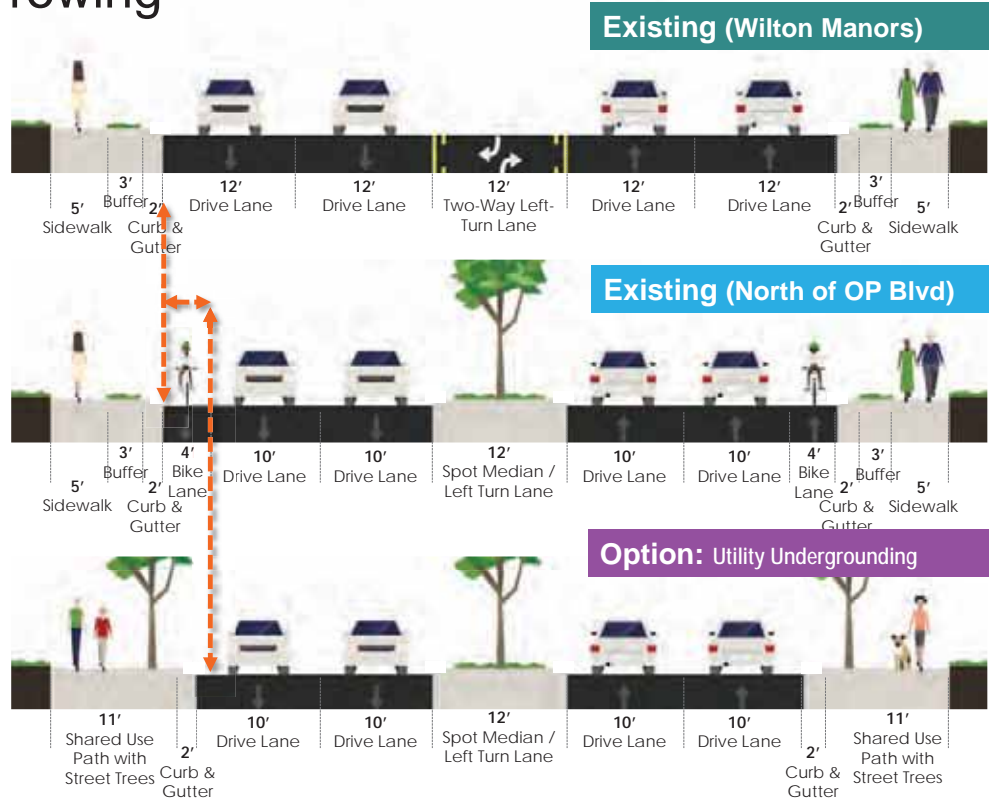
- Add Pedestrian Phase**
 - Including ped signals and crosswalks
- Increase Pedestrian Phase**
 - Allow enough time for average and slower users to cross Andrews Ave
- Define Roadway Space**
 - May help slow traffic
 - Placemaking opportunity
- Evaluate Relocating Stop**
 - Far side stops preferred for bus operations
- New Mid-Block Crossing with PHB**
 - RRFB if does not meet warrant
 - Improves access to bus stops and across Andrews Ave
 - Encourages crossing at designated locations
- Corridor-wide Strategies**
 - Construct Pedestrian Refuge Islands (Mid-Block Crossings)**
 - Shortens crossing distance
 - Evaluate Lighting at Crossings**
 - Address nighttime crashes
 - Add Spot Medians**
 - Limits turning conflicts
 - Permits left turns at designated locations
- Underground Utilities**
 - Limits sidewalk obstructions
- Narrow Lanes to 10' – 11'**
 - Provides additional space for bike or walking infrastructure
- Options to Explore for Walk & Bike Infrastructure**
 - Widen sidewalks to create multi-use paths (may not require reconstruction)
 - Build protected bike lanes (requires reconstruction)
 - Paint conflict markings at intersections and driveways



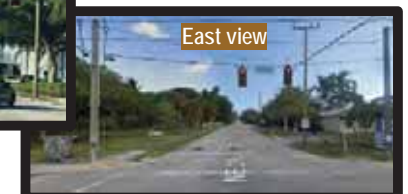
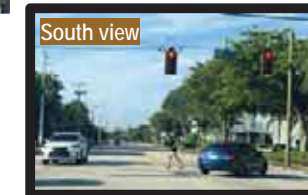
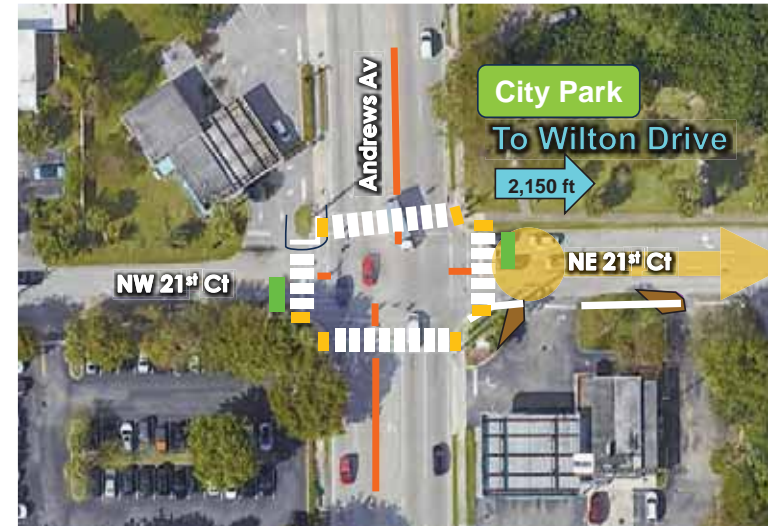
Andrews Av: Lane Narrowing

Potential Treatments

- Redesign Andrews Av to support lower roadway speeds.
- Introduce spot medians and pedestrian refuge islands to improve crossings
- Raised bicycle facility
- **Option:** Underground utilities to improve / increase space for walking and biking
- City previously identified Lane Repurposing as part of Andrews Av Land Use Study (2015)



Andrews Av @ NW / NE 21 Ct



Potential Treatments

Biking Improvements

- Add green conflict paint (intersections & driveways)
- Install bend outs and/or bike boxes on NE 21st Ct to support left turns

Walking Improvements

- Restripe crosswalks
- Lengthen signal for pedestrian crossing
- Add leading pedestrian intervals
- Ped-scale lighting at all intersection corners
- Tighten curb radii (may require drainage improvements)
- As space permits; construct median refuge islands
- SE ROW NE 21 Ct:
 - Add sidewalk
 - Narrow gas station's driveway openings
 - Narrow roadway / RT Lane (currently is 13.5 ft wide)

Addressing Turning Movements

- Add hardened centerlines / left-turn calming
- Permitted / Protected left turn phases
- Pedestrian crossing advanced signage

Andrews Av @ NW / NE 24 St

Potential Treatments

Biking Improvements

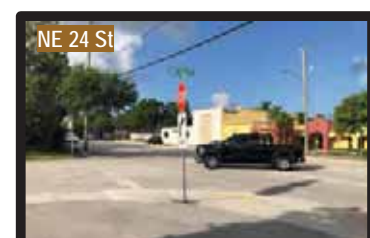
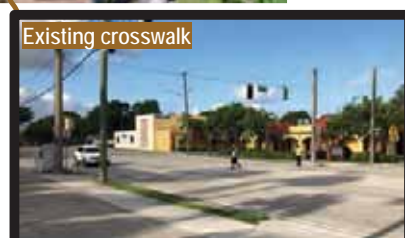
- Install bend outs and/or bike boxes to support left turns
- Add green conflict paint (intersections & driveways)
- Options to facilitate east / west bike movement through the intersection:
 - Paint bike lanes in intersection

Walking Improvements

- ❖ Remove existing one crosswalk and Place two crosswalks (1- north leg of NW 24 St and 2 - south leg of NE 24 St)
- Mark crosswalks over NE 24 St and NW 24 St
- Lengthen signal for pedestrian crossing
- Add leading pedestrian intervals
- Upgrade to directional curb ramps
- Ped-scale lighting at all intersection corners
- As space permits; construct median refuge islands

Permit Left Turns to/from NE 24 St

- Permit / Signalize SB to EB left turns from Andrews Av to NE 24 St *by bringing the extra leg into the signal*
- Permit / Signalize WB to SB left turns from NE 24 St to Andrews Av



Andrews Av @ 1901 Block

Potential Treatments

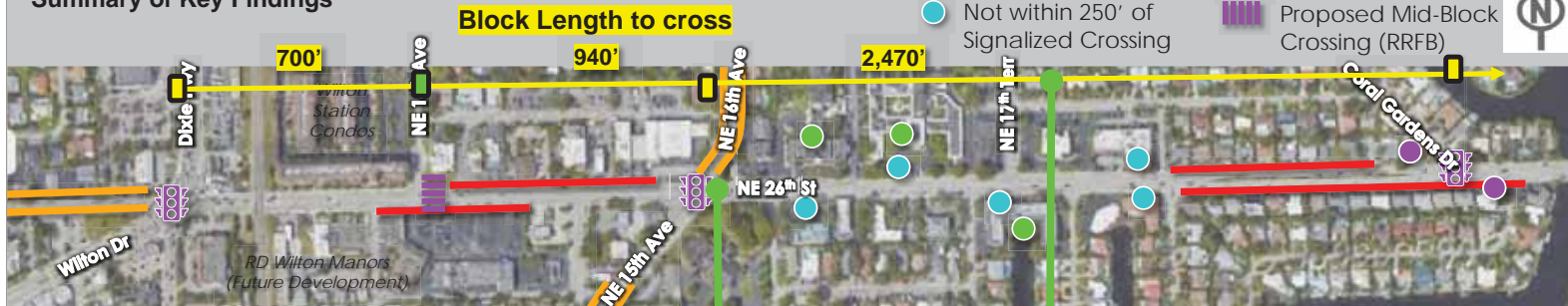
Define roadway space

- May help slow traffic
- Placemaking opportunity



NE 26 St (East of 5-Points)

Summary of Key Findings



Driveways & back out parking onto NE 26th St creates conflict points

Senior housing suggests need to meet the needs of slower pedestrians

Signal timing is too short to allow a person walking at a slower speed (2.8 ft/sec) to cross NE 15th Ave

Long distances between ped. crossings & bus stops far from crossings; encourages people to cross outside of crosswalks

Several severe injury crashes involving people walking and biking occurred in this segment

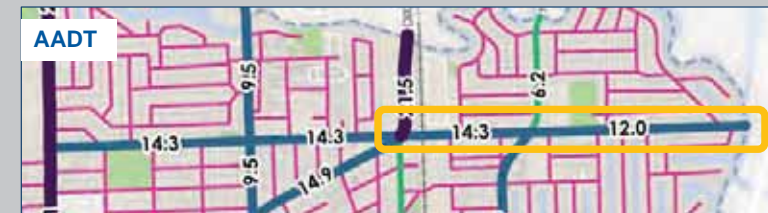
Other General Issues

Drivers observed speeding
No Bike Infrastructure
Minimum-Width Sidewalks
Frequent Sidewalk Obstructions

Surtax project includes expansion of sidewalks from 5' to 7', but no bike facilities

Bus stops missing amenities
No access control / median (w of NE 19 Av)

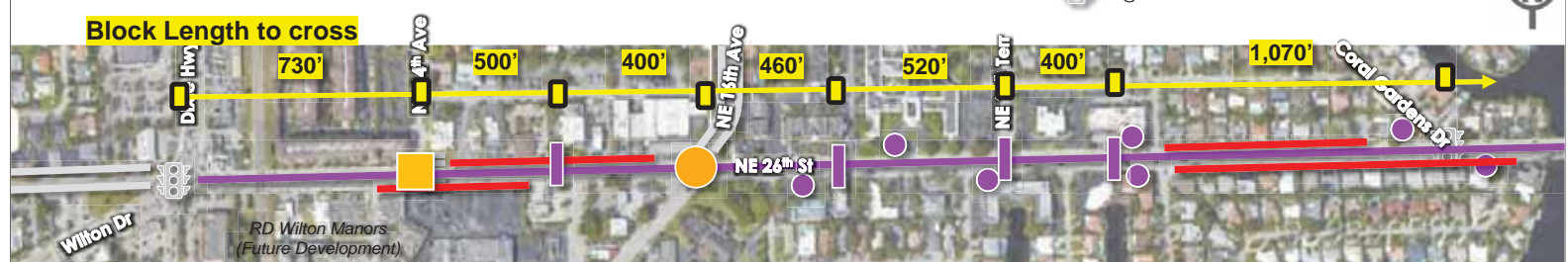
Intersection design encourages high speed movements (free rights, wide curb radii)



NE 26 St (East of 5-Points)

Summary of Potential Corridor Treatments

Bike Access + Traffic Calming



Potential Back Out Parking Solutions

- Paint conflict paint across driveways
- Add raised bike lanes & widen sidewalks (with lane repurposing)
- Use new road space to provide space to back into
- Long term: policy to remove during redevelopment

Evaluate Lighting at Crossings

- Address nighttime crashes & visibility

Construct Raised Intersection*

- Slows traffic & supports pedestrian crossing (with lane repurposing)
 - New Raised Crossing with RRFB (Evaluate for PHB / Signal)***
 - Encourages crossing at designated locations
- Can only be implemented with speed reduction; near term: at grade crossing*

Evaluate for Peanut Roundabout

- Slows traffic
 - Improves safety
- Alternative: see intersection slide*

Explore Lane Repurposing & Lower Design Speed via Redesign

- Current volumes same or lower than 2-lane segment
- One 11' lane in each direction, spot medians, left turn lanes
- Slows traffic
- Adds space for bike, walking, and bus infrastructure
- Adds space to address back out parking

Convert to Bus Bulb

- Improves stop comfort
- Bikeway goes behind stop
- Reduces bus / bike conflict

Underground Utilities

- Limits sidewalk obstructions

Add Spot Medians

- Limits turning conflicts
- Permits left turns at designated locations

Narrow Side Street Curb Radii / Eliminate Free Right Turn Lanes

- Slows drivers
- Limits turning conflicts

NE 26 St: Lane Repurposing east of FEC

Potential Treatments

- Redesign road to reduce vehicle speeds to 30 MPH.
- Underground utilities to improve / increase space for walking and biking.
- Add spot medians, raised elements, and crossings to improve multimodal environment
- City previously identified lane elimination as part of TOD Master Plan Study (2019)



Existing



Proposed



NE 26 St @ NE 15 / 16 Av

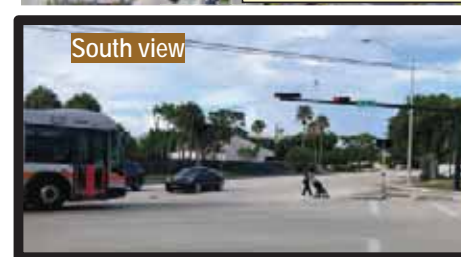
Potential Treatments

Option 1: Peanut Roundabout

- Slows traffic and eliminates high speed right turns
- Bikes share road with vehicles
- Pedestrian crossings include RRFBs
- Can be mountable for emergency vehicles
- Addresses issues brought on by skew of intersection

Option 2: Geometry Changes

- Eliminates high speed right turns
- Provides space for raised bikeways or bend outs
- Straightens and shortens pedestrian crossings
- Provides directional pedestrian crossings
- Provides space for pocket park or placemaking treatments

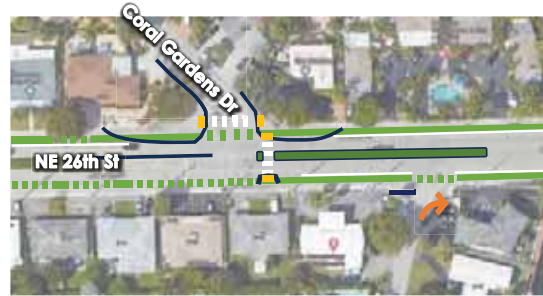


- 2018-2022
- Serious Injury: 11/2020: 8pm; Ped crossing over 26 St in front of Bowling Alley, struck by EB car
 - Serious Injury: 4/2022: 9am; Ped in north crosswalk; struck by EB to NB LT car
 - Injury: 8/2018: 11am; Ped in east crosswalk; struck by SB to EB LT car



NE 26 St @ Coral Gardens Dr

Potential Treatments



Lane Repurposing

- Slows traffic
- Narrows crossings
- Provides space for bike infrastructure

Curb Extensions & Reduced Curb Radii

- Slows traffic
- Narrows crossings
- Provides space for bike bend outs

Raised Bikeway and/or Bike Bend Outs

- Facilitate crossings for people biking
- Protected intersections could also be considered

Directional Curb Ramps

- Improve walking experience for people with disabilities

Pedestrian Refuge Island

- Provides space to wait
- Can help slow turning vehicles

Median / Hardened Centerline

- Helps slow turning vehicles

Back Out Parking Treatments

- Conflict striping at driveways
- Potential to raise bikeway to slow drivers backing out
- Bikeway and sidewalk dimensions could be constrained at driveways to provide roadway space for drivers to back into*

- 9-10' Back Out Space
- 4' Raised Bikeway (constrained minimum) with Conflict Markings
- 5' Sidewalk



*Concept Only. Further design required to determine feasibility at individual properties. Space allocation could also be reversed.

NE 6 Av @ NE 26 St

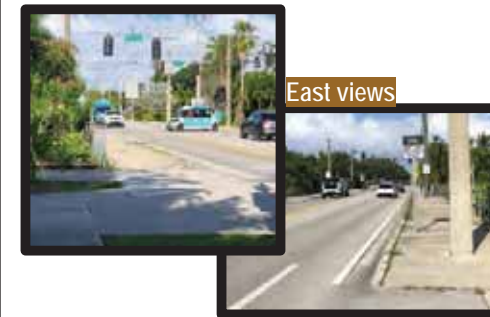
7 Injury Crashes ('18 - '22)
(24% of all crashes) within 150 ft of intersection

4 Injury Crashes
Running red light, collision with cross traffic

3 Injury Crashes
Involved Pedestrians (2 in 2021)



Parcel lines
Source: Broward County GIS



Potential Treatments

Option 1: Roundabout

- Likely requires small ROW purchases
- Provides a signature element + slows traffic in all directions
- Raised crosswalks
- Lighting to be evaluated and improved as needed

Option 2: Signalized - Lane Narrowing

- Removal of left turn lanes on NE 26 St (traffic study required)
- Repurpose roadway space for extension of bike lanes (leading to the intersection)
- Add bike boxes on all legs of the intersection
- Consider raising intersection
- Lighting to be evaluated and improved as needed

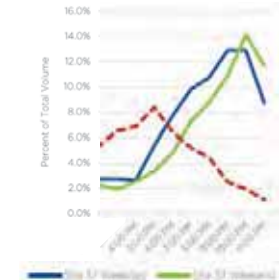
Option 3: Signalized - Sidewalk Narrowing

- Narrow widened sidewalk (move curb)
- Repurpose space for extension of bike lanes (leading to the intersection)
- Add bike boxes on all legs of the intersection
- Consider raising intersection
- Permitted / Protected left turn phases
- Lighting to be evaluated and improved as needed

NE 6 Av: NE 24 St to Wilton Dr

- Bike Injury: 11/2018: 7:30 pm: Riding in NE 6 Av west crosswalk over NE 23 St; Hit by EB car
- Ped Injury: 5/2021: 11:45 pm: Walking in NE 6 Av west crosswalk over NE 23 St; Hit by EB car
- Ped Serious Injury: 2/2018: 10:45 pm: Walking in NE 6 Av east sidewalk, walked into roadway to avoid puddle; Hit by NB car
- Ped Injury: 11/2020: 11pm: Walking in north crosswalk at Wilton Dr (cross over NE 6 Av); Hit by SB to WB RT car

BMPO Bike Ped Counts on Thurs. Feb 24, 2022 & Sat. Feb 26, 2022



East Sidewalk



NE 24 St



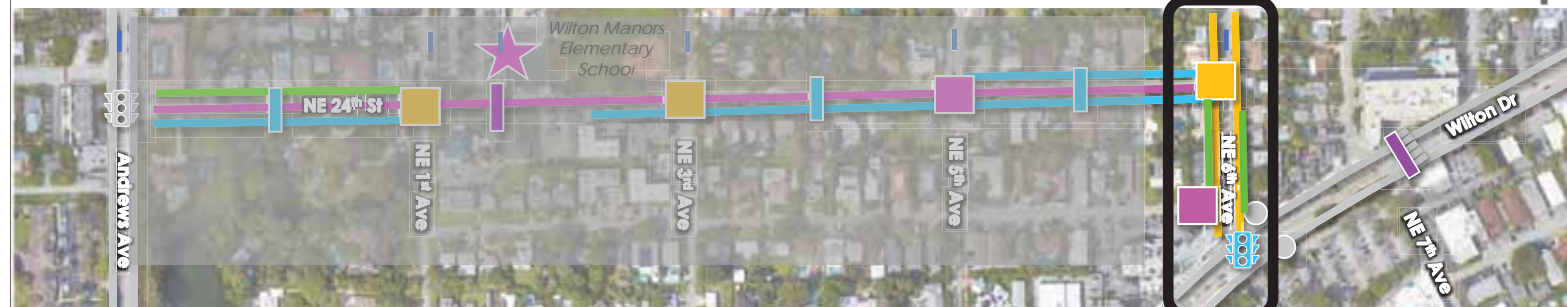
Crosswalk at Wilton Dr.



NE 24 St (East of 5-Points)

Summary of Potential Corridor Treatments

- Existing/Committed Facilities
- Bike Lane
 - ▨ Mid-Block Crossing
 - ⦿ Signal
 - Bus Stop

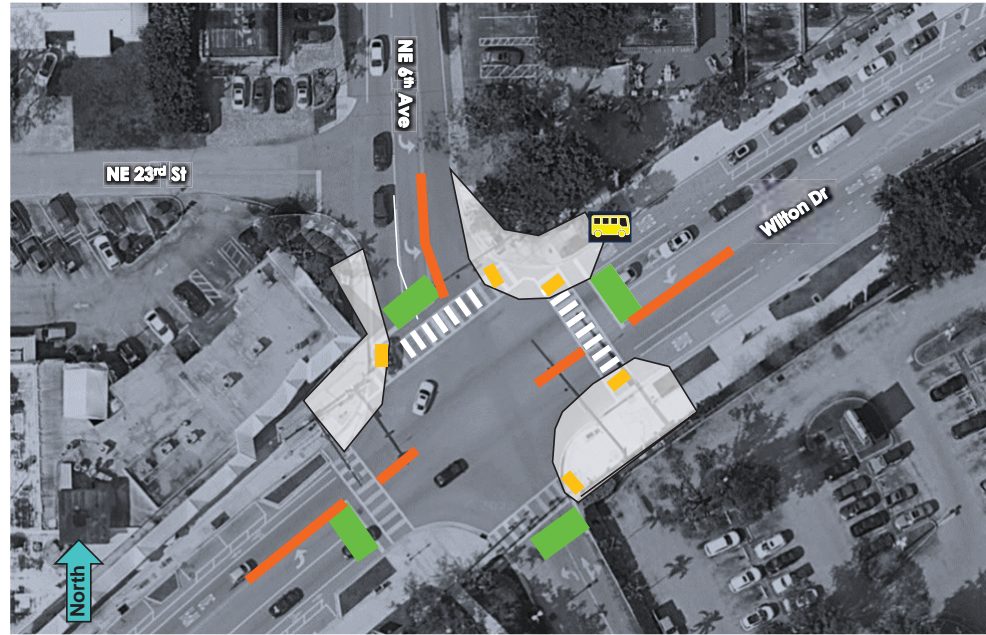


- Construct Sidewalk***
- Paint Bike Lane**
- Construct Raised Intersection**
 - Slows traffic & supports pedestrian crossing
- Construct Speed Hump/Table****
 - Slows traffic
 - Can be placed at offset intersections to facilitate bike movements
- Clearly Define Sidewalk**
 - Install duratherm treatment to define space
- Paint Shared Lane Markings**
 - Sign as bike boulevard
 - Alerts drivers to presence of people biking
 - Provides wayfinding
- Mark Crosswalks at Intersection**
 - Supports pedestrian crossing
 - All corners at NE 5th Ave
 - North / south only at NE 23rd St
- Raised Crossing with RRFB**
 - Proposed enhancement to crossing currently in design
 - Slows traffic & supports pedestrian crossing
- Add All Pedestrian Phase**
 - Phase exclusively for pedestrians; all directions cross at once
 - See intersection slide for additional suggested improvements
- Evaluate School Circulation Needs**
- Evaluate Lighting**
 - Address nighttime visibility, especially for pedestrians
- Add Wayfinding Signage**
 - Identify best routes to nearby destinations

*Sidewalk in Lazy Lake requires coordination with Lazy Lake

Wilton Dr @ NE 6 Av

- ### Potential Treatments
- Calm Left and Right turns
 - Reduce Crossing Distance
 - Improve Bicycle Mobility



Addressing Left Turns

- Utilize hardened centerline to guide left turning drivers



Addressing Right Turns

- Shift SB bus stop north to provide space for curb extension
- Realign intersection and Install curb extension and reduce curb radius on SW, NE, and NW corner to slow drivers and prevent drivers from using bus lane as turn lane

Walking Improvements

- Implement all pedestrian phase
- Build curb extensions to reduce pedestrian crossing distance

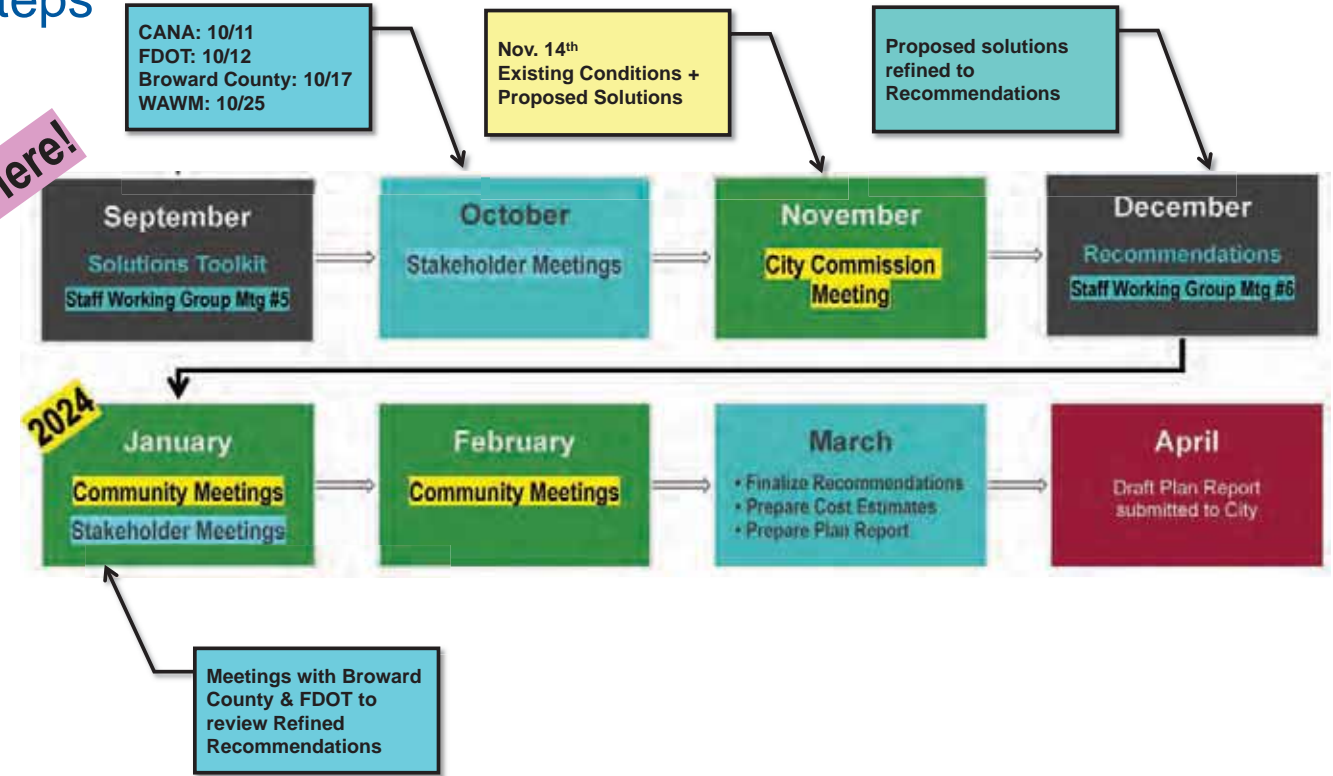
Biking Improvements

- Allow bikes to use all pedestrian phase
- Install bike boxes on all legs of intersection or construct protected intersection

Next Steps

The City of Wilton Manors
TRANSPORTATION MASTER PLAN

Here!





AGENDA

COMPLETE STREETS TEAM MEETING

January 17, 2024

11:00 AM

Microsoft Teams Meeting

[Click here to JOIN](#)

- CALL TO ORDER
- COMMENTS FROM THE CHAIR
- NEW BUSINESS
 - *PRESENTATION - City of Wilton Manors Transportation Master Plan, Recommendations for County-owned roadways (Andrews Av, NE 26 St, and NE 6 Av)—Karen Friedman, MPO*
 - *PRESENTATION – Lateral Protective Devices (LPDs) for local government fleets – Nancy J. Gassman, Ph.D., Assistant Director of Public Works – Sustainability, City of Fort Lauderdale*
- OLD BUSINESS/ MEMBER COMMENTS
- ADJOURN
- NEXT MEETING: Wednesday, April 17, 2024
- See *TEAMS MEETINGS Options below:*

[Join meeting](#)

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The City of Wilton Manors
**TRANSPORTATION
MASTER PLAN**

Learn more today!
browardmpo.org/plans/city-of-wilton-manors

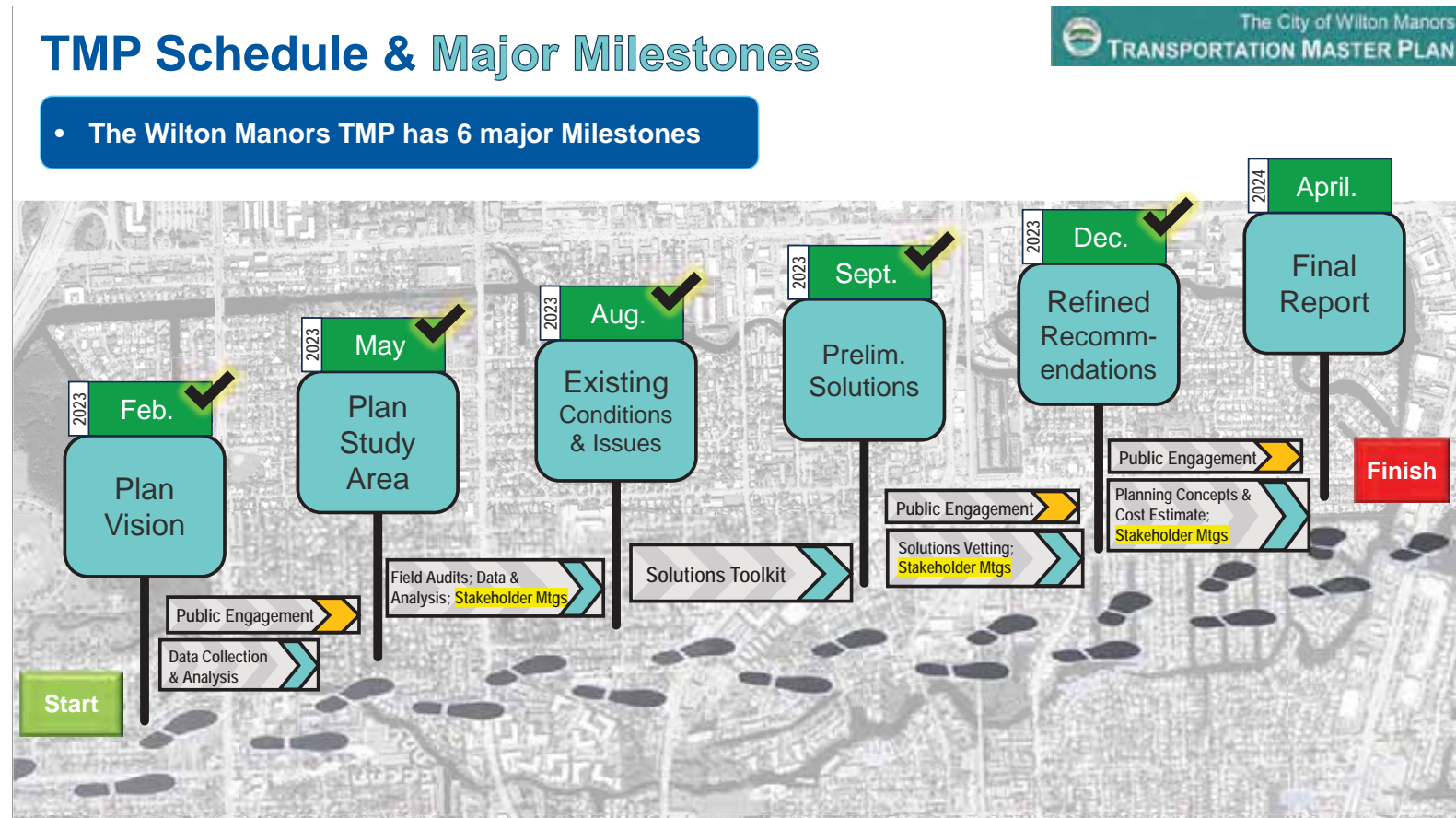
January 17, 2024 | Broward County Complete Streets Team Meeting
BrowardMPO.org

Agenda

- Introduction
- Milestone 1: Plan Vision
- Milestone 2: Plan Study Area
- Milestone 3: Existing Conditions and Issues
- Milestone 4: Potential Solutions
- Milestone 5: Recommendations for County-Owned Roads
- Next Steps
- Discussion

Broward MPO Metropolitan Planning Organization

WILTON MANORS Island City



Public + Stakeholder Engagement

- **SurveyMonkey** with 5 questions
- Feb 2023 to May 2023
- 478 Responses (204 General Comments)
- 38% from 33305, 33% from 33334, 23% from 33311

- Public Involvement is essential to developing a Plan that responds to community concerns and priorities

Start

2023 Feb. Plan Vision

2023 May Plan Study Area

Q5 Please rank in order the streets you would like to have better walkability

Wilton Drive	28% ranked as #1
AAndrew Avenue	16% ranked as #1
NE 5th Ave	11% ranked as #1
NE 20th Street	22% ranked as #1
Diwe Highway	8% ranked as #1
NE 10th / NE 11th Avenue	4% ranked as #1
Powerline Rd	10% ranked as #1
NE 20th Street	3% ranked as #1
Other (please explain)	

Q6 Rank in order the locations in Wilton Manors you would like to be able to walk or bike to.

Wilton Dr	42% ranked as #1
City Parks	22% ranked as #1
Restaurants / Bars / pubs	16% ranked as #1
Public (or pharmacy)	14% ranked as #1
City Library	3% ranked as #1
City Hall	.5% ranked as #1
Hotel / Office Park	2% ranked as #1
School or Day Care	2% ranked as #1
Bicye Stop	1% ranked as #1
My job (please explain)	2% ranked as #1

Public + Stakeholder Engagement

In-person engagement improves understanding of community concerns

✓ Two Community Meetings: 4/19/2023 & 4/24/2023



2023 Feb. Plan Study

2023 May



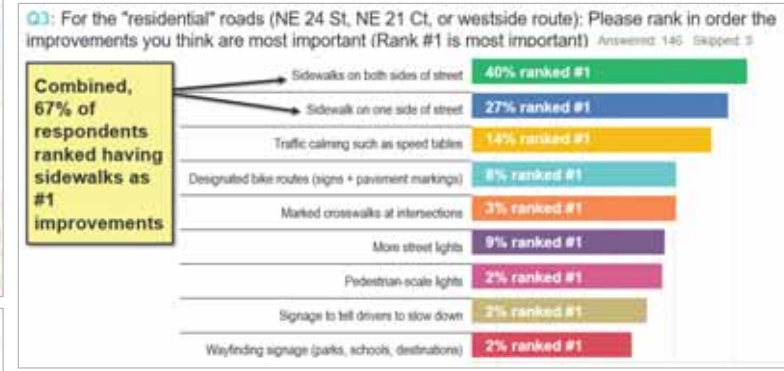
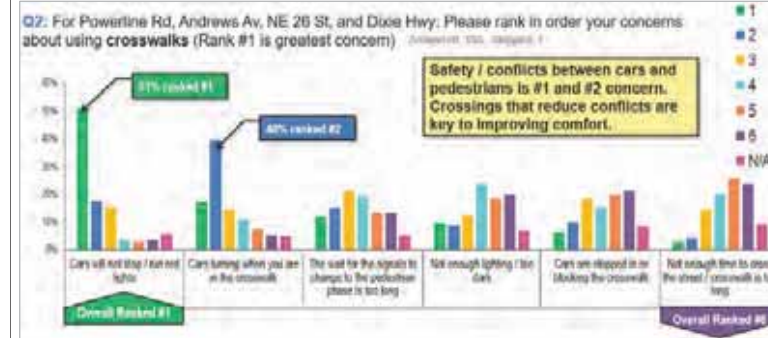
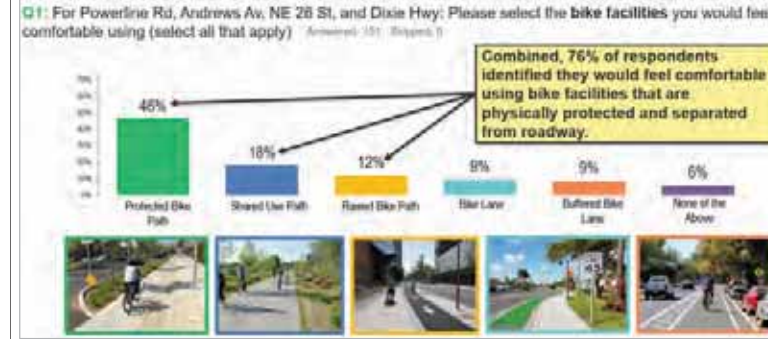
Finish

✓ 10/11/2023: CANA
 ✓ 10/25/2023: WAWM
 ✓ 11/14/2023: City Commission Meeting

Public + Stakeholder Engagement

Survey Monkey #2

• Sept 5 – Dec 1, 2023
 • 3 questions plus general comment
 • 151 responses
 • 80 general comments



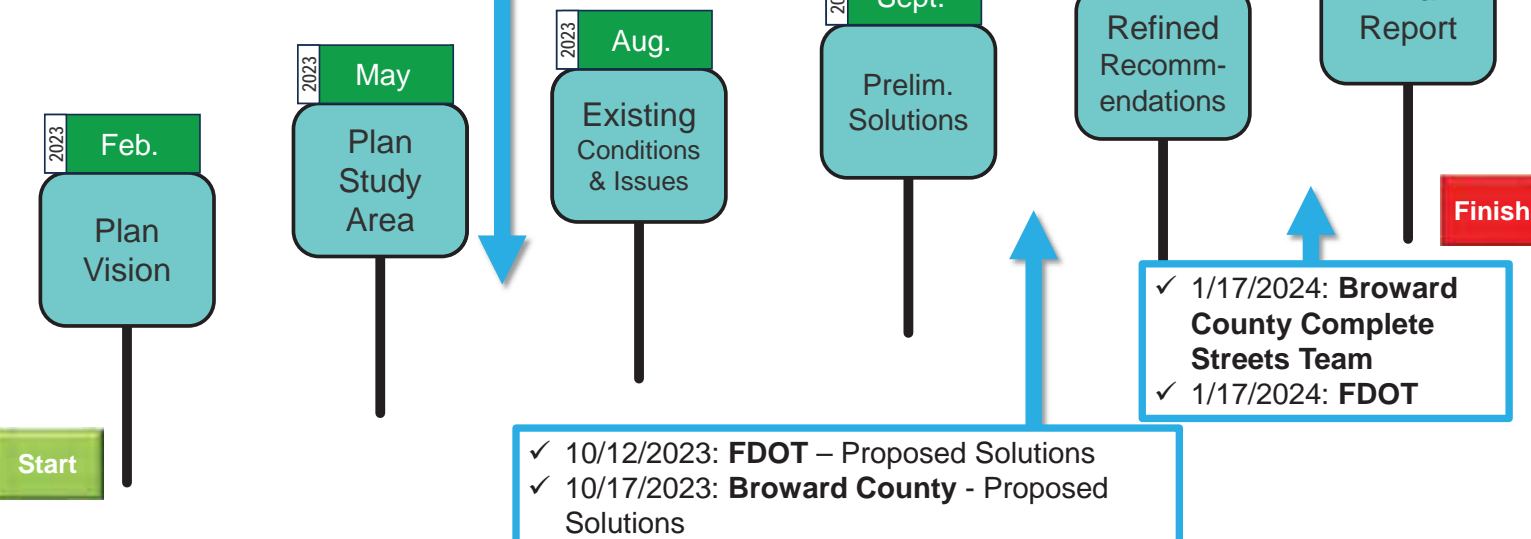
Most Common Topics

Topic	Frequent comments
21 Ct	Sidewalk gaps • Sharp curve on NW 21 Ct • Bike / Ped improvements needed for crossing at Andrews Av
Powerline Rd	Speeding / Safety • Need for protected Bike Lanes
Andrews Av	Speeding / Safety • Running Red Lights • Improve crossings over roadway • Landscaped center lane medians
Westside	Sharp curve on NW 21 Ct • Bike / Ped improvements needed for westside residents crossing at Andrews Av @ 21 Ct • Traffic calming needed • Bike / Ped improvements may increase crime
Sidewalk	NE 26 St: needs wide sidewalks • NE 21 Ct: Sidewalk gaps • Westside: Sidewalks for southern end or NW 21 Ct • Citywide: Want sidewalks on all streets • Citywide: existing sidewalk conditions or width
NE 26 St	Speeding / Safety • More Crossings (NE 14 Av, from NE 6 Av to S-Points) • Bike: Want separate / protected bike facilities (Lane Reduction) • Dark to cross roadway at night • Opposed to Lane Reduction
Speeding / Enforcement	Need to slow cars • Speed enforcement needed • NE 26 St • Andrews Av • Powerline Rd • Westside
Bike Facilities	Andrews Av: dangerous for bicycles / separated & protected bike lanes • NE 26 St: separated & protected bike lanes • NE 21 St: uniform bike lanes • Powerline Rd: dangerous for bicyclists / separated & protected bike lanes • Citywide: Safe bike paths / lanes needed

Facility Owner Engagement

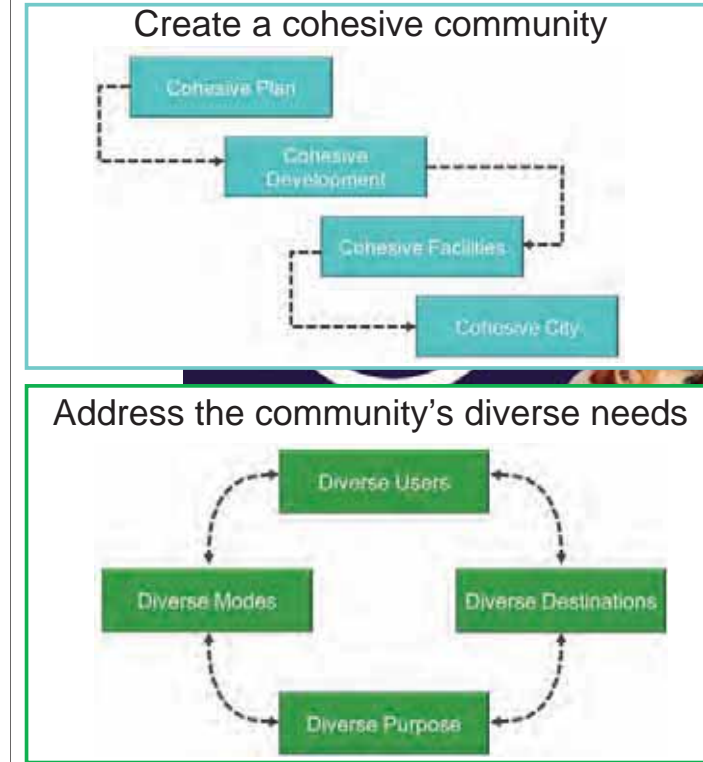
Early and frequent collaboration with FDOT & Broward County is essential to developing a Plan that facility owners will support

✓ 7/20/2023: Broward County - Existing Conditions
 ✓ 7/24/2023: FDOT - Existing Conditions
 ✓ 8/31/2023: FDOT - Planning Collaboration on FDOT Roadways



Milestone #1: Plan Vision

TMP Vision focuses on safety plus Wilton Manor's unique characteristics and priorities



The Vision of the City of Wilton Manors Transportation Master Plan is to develop multimodal facilities that create a **cohesive community** and **address the diverse needs** of residents, visitors, and business owners. The Plan's recommended improvements are intended to improve **safety**, walkability, quality of life, and economic development through the provision of **safe**, comfortable, and convenient **walking and biking networks**. Specific consideration is given to facilities needed for both **daytime and nighttime usage**. By identifying **specific transportation projects**, the plan is intended to assist the City in **prioritizing effective transportation investments** in the short, mid, and long term.

Milestone #2: Plan Study Area



(1) Powerline Rd (2) Andrews Av (3) NE 26 St (4) N. Dixie Hwy (5) NE 24 St Route (6) NE 21 Ct Route (+ Future westside route)

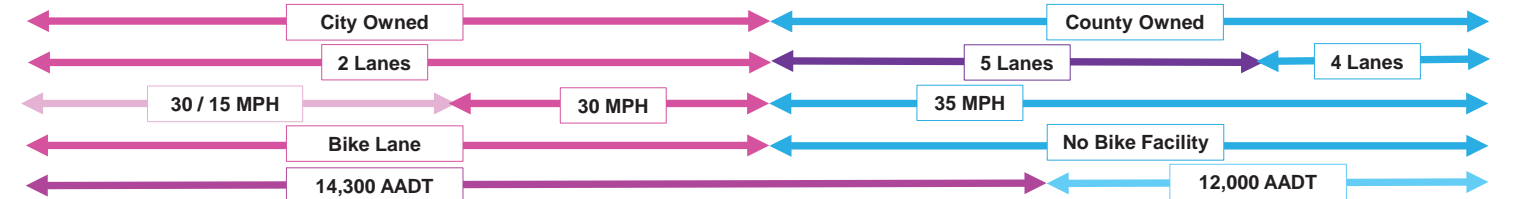
Plan Study Area:

- Six roadways
 - 3 fully or partially owned by Broward County
- Transportation projects will be identified for these roadways
- Identify improvements to both corridors and intersections
- Traverse the City (3 N/S roadways + 3 E/W roadways)
- Varying roadway classifications / intensities
- Abut diverse land use categories / densities



BrowardMPO.org

Milestone #3: Existing Conditions & Issues Example - NE 26 St



Missing bike facilities: Bike Lanes end east of Andrews Av; No bike lanes at NE 6 Av; No bike lanes at / east of 5-Points. Surtax project does not include bike facilities.
Bike riding on sidewalks: Esp at / east of 5-Points, incl. E-Scooter
Bike riding against traffic
Missing sidewalks: South ROW between Andrews Av and NE 1 Av
Narrow sidewalks: East of 5-Points (Surtax project widens to 7 ft)
Sidewalk Obstructions: Mechanical equip & poles. East of NE 19 Av – garbage cans
Long block length to cross to other side of street: No crossings between 5-Points and NE 15/ 16 Av and Coral gardens Dr

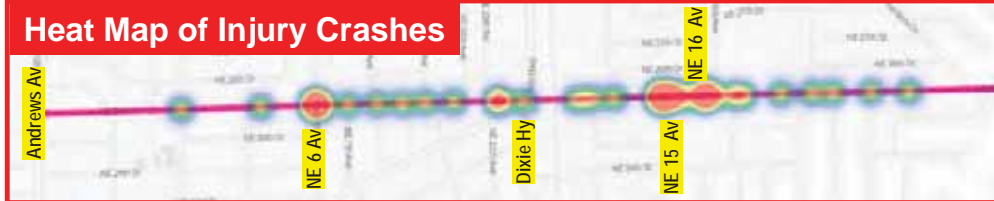
Peds crossing not at crosswalks: NE 1 Av (WME), e/w of 5-Points, NE 14 Av, Starbucks, east of NE 15/16 Av
Long crossing distance at crosswalks: NE 15/16 Av, Coral Gardens Dr
Ped / Vehicle conflicts at crosswalks: 5-Points, NE 15/16 Av
Insufficient crossing time for crosswalks
Dark at night, especially for Peds: NE 6 Av and east to 5-Points
Access Management issues: 1-way cross streets at WME; NE 6 Av - Permissive only left-turn phases for all approaches; East of 5-Points - No center lane median; numerous driveway openings, wide side street radii
BCT Stops are missing Ped amenities / not ADA compliant
No wayfinding signage

Milestone #3: 5-Year Crash Trends

Example - NE 26 St



2018 to 2022: 274 Crashes
(not including Andrews Av)
35 Injury Crashes



20% of Injury Crashes involved Peds

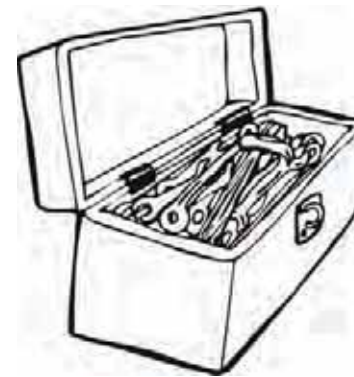


5 crashes resulted in Serious Injuries



60% of Serious Injury crashes occurred at night vs 18% of all Crashes

Milestone #4: Potential Solutions



- Reduce crash severity
- Enhance visibility of Peds
- Improve comfort of walking / biking along roadways
- Improve comfort & convenience of crossing roadways
- Better match roadway design to surrounding context
- Improve resident's quality of life
- Accommodate all roadway users

SAFETY OVER SPEED

Higher vehicle speeds significantly increase likelihood of death

20 MPH	8%	8 people
30 MPH	20%	20 people
40 MPH	46%	46 people

Likelihood of death for people walking if hit at these speeds

Source: AAA Foundation, Tefft, B.C. (2011)

VISION 4 E-R-NETWORK

Milestone #5: Refined Recommendations

Plan Study Area Recommendations

- Recommendations are based on the TMP's Vision, Existing Conditions, Public Engagement Feedback, Stakeholder Meetings, and Best Practices of Mobility and Safety Countermeasures
- Recommendations are *Planning-Level* Concepts. They reflect roadway and surrounding conditions but are not based on roadway surveys. Specific locations, materials, signalization, and similar details would be refined during project design.
- The TMP will include for the Recommendations: cost estimates, scope of work, and list of additional studies needed.

All Signalized Intersections

- ✓ **Signals should be retimed** to allow for pedestrians to cross at 3.5 ft / second; where senior housing is present, they should allow crossings at 2.8 ft / second
- ✓ **Leading pedestrian interval** treatments will be considered
- ✓ **Protected left turn phases** will be considered
- ✓ **Left turn calming treatments** like hardened centerlines will be considered
- ✓ **Pedestrian refuge islands** or treatments to **reduce crossing distance** will be evaluated and included as space permits

Other General Recommendations

- ✓ All mid-block crossings are intended to include **Rectangular Rapid Flashing Beacons (RRFBs)** (or signals)
- ✓ On 2-Lane roads, **mid-block crossings** should also be raised
- ✓ **Conflict Markings** should be added at Intersections, Driveways & Back-out parking lots
- ✓ **Side Street Curb Radii** should be narrowed (Curb Extension)
- ✓ Add **Wayfinding Signage**
- ✓ **Underground Utilities**
- ✓ Evaluate **Lighting** for safety and comfort

Rebuild Raised Intersection	Lane Repurposing
Raised Intersection	Lower Design Speed to 30 MPH
Mini Roundabout	Add Lane Definition
Peanut Roundabout	Raised Bike Lane or Shared Use Path
Add Pedestrian Phase	Widen Sidewalk to 8'
Increase Pedestrian Phase	New sidewalk
Add All Pedestrian Phase / Scramble	Clearly Define Sidewalk
Speed Hump/Table	Paint 5' Bike Lane
Raised Crossing with RRFB	Shared Lane Markings
Center Lane Median	Evaluate Lighting
Close Median Access	Reallocate BCT Stop
Convert to Right in / Right Out	Convert to Bus Bulb
Update / Install RRFB (Double-sided RRFB / Both sides of roadway)	

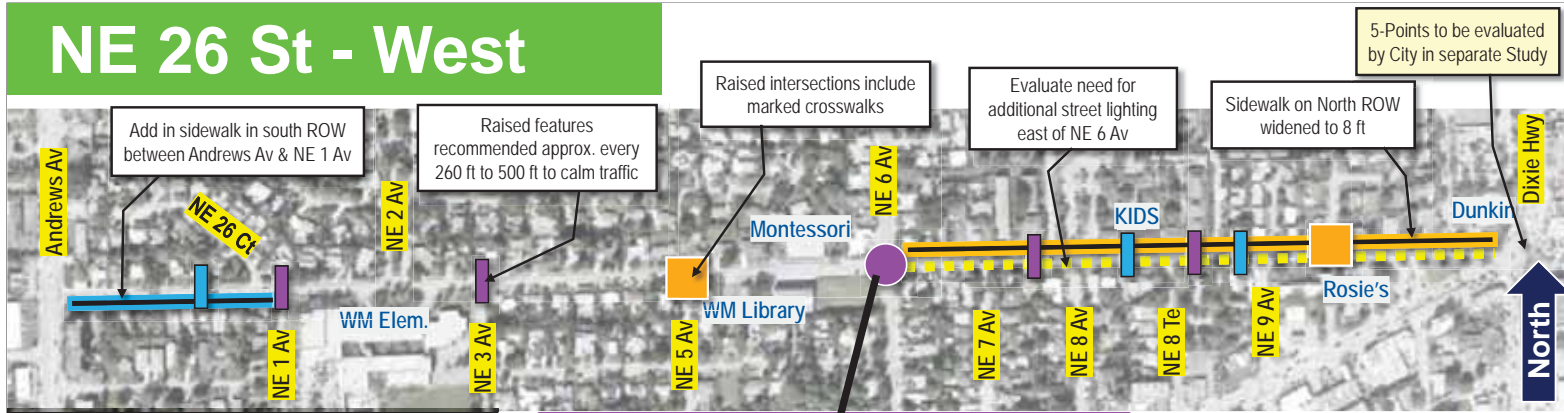
NE 26 St

Goals

- ✓ Redesign Roadway to better match adjacent land use (*School / Childcare, Community Facilities, Retirement Homes, Low / Medium Density Residential, and Redevelopment / Mixed-use*).
- ✓ Redesign east portion of NE 26 St to have consistent (30 MPH) speed limit as west portion
- ✓ Provide dedicated Bike Facilities along entire roadway
- ✓ Limit turning conflicts
- ✓ Improve Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian facilities along entire roadway
- ✓ Improve Comfort, Safety, and Convenience of for crossing over NE 26 St



NE 26 St - West



- Raised Intersection
- Mini Roundabout
- Speed Hump/Table
- Raised Crossing with RRFB
- Widen Sidewalk to 8'
- New sidewalk
- Evaluate Lighting

Corridor Recommendations (not shown)

- Add Conflict Markings at Intersections & Driveways
- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Underground Utilities

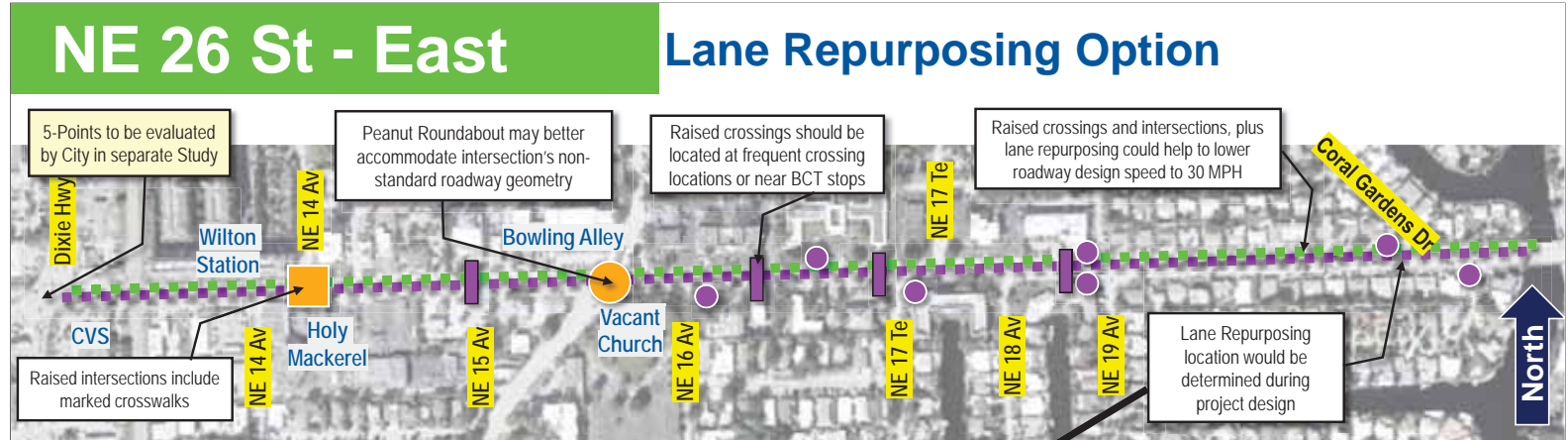


- NE 6 Av: No Roundabout Options**
1. Removal of left turn lanes on NE 26 St and repurpose additional space to provide bike lanes leading to / through the intersection
 - Add bike boxes on all legs of the intersection
 2. If all lanes are required, move curb to maintain 5' bike lanes

- Likely requires small ROW purchases in NW and NE corners
 - Includes Raised crosswalks
 - Bike Lanes merge to Sharrows through roundabout
- Example: Dixie Hwy @ NE 16 St
-

NE 26 St - East

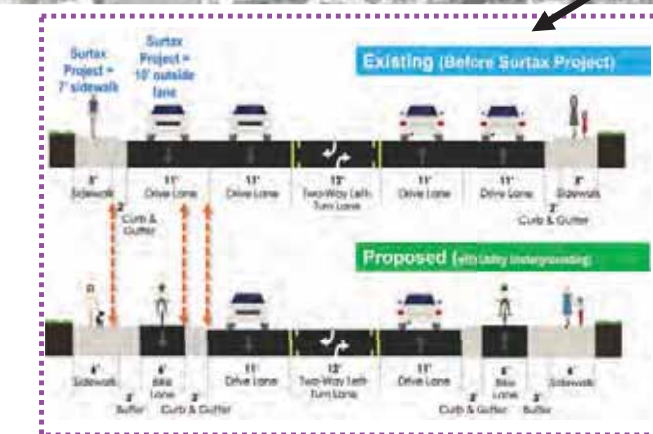
Lane Repurposing Option



- Raised Intersection
- Peanut Roundabout
- Raised Crossing with RRFB
- Lane Repurposing
- Lower Design Speed to 30 MPH
- Convert to Bus Bulb

Corridor-wide Recommendations (not shown)

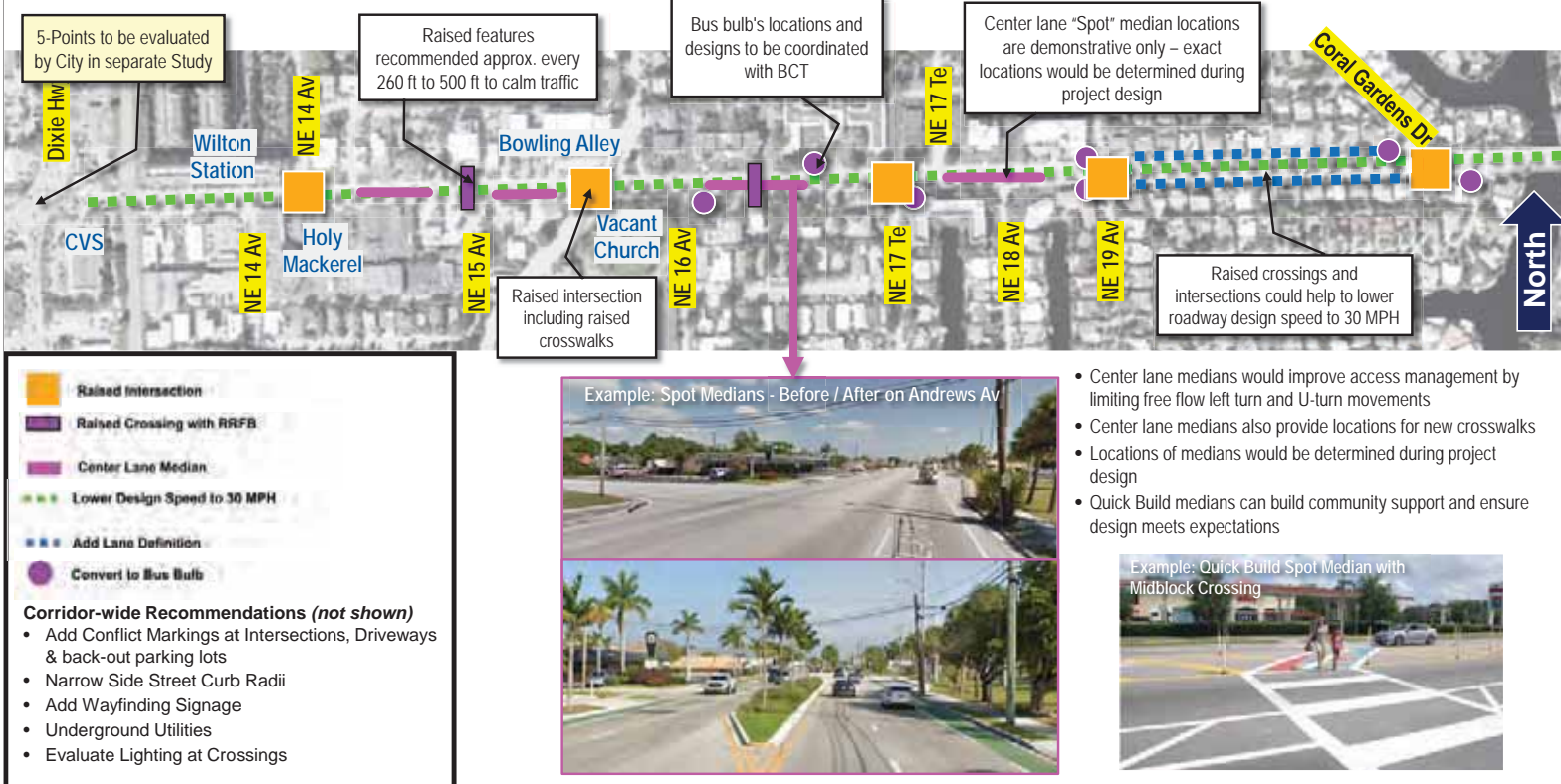
- Add Conflict Markings at Intersections, Driveways & back-out parking lots
- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Underground Utilities
- Evaluate Lighting at Crossings



- Outside drive lane converted to raised, protected bike facilities
 - Start / stop location would be determined during project design
 - Quick Build Repurposing can build community support and ensure design meets expectations
- Example: Quick Build Lane Repurposing
-

NE 26 St - East

5-Lane Option (No Bike Facilities)



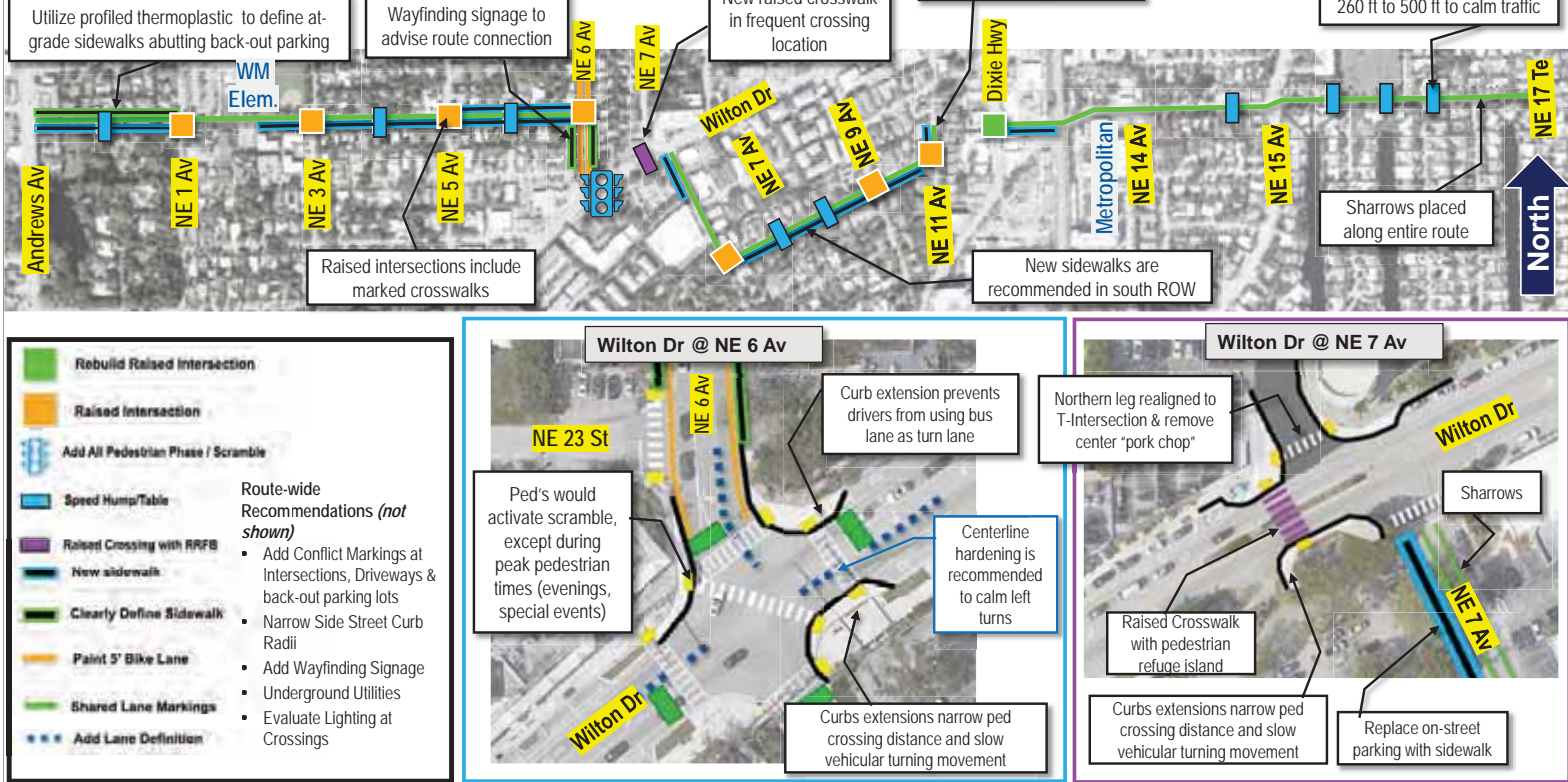
Ne 24 St Route

Goals

- ✓ Create cohesive bike / pedestrian route on NE 24 St from Andrews Av to NE 17 Te (connecting via NE 6 Av, Wilton Dr, NE 7 Av, NE 22 Dr, & pedestrian entrance at Union parking lot)
- ✓ Provide comfortable, safe, and convenient bike / pedestrian access to Wilton Manors Elementary School, Wilton Drive, and Dixie Hwy
- ✓ Reduce crossings at unmarked locations (near / at Wilton Dr)
- ✓ Fill in critical sidewalk gaps
- ✓ Identify bike route
- ✓ Traffic calming on residential streets
- ✓ Reduce crash severity, (near / at Wilton Dr)



NE 24 St Route



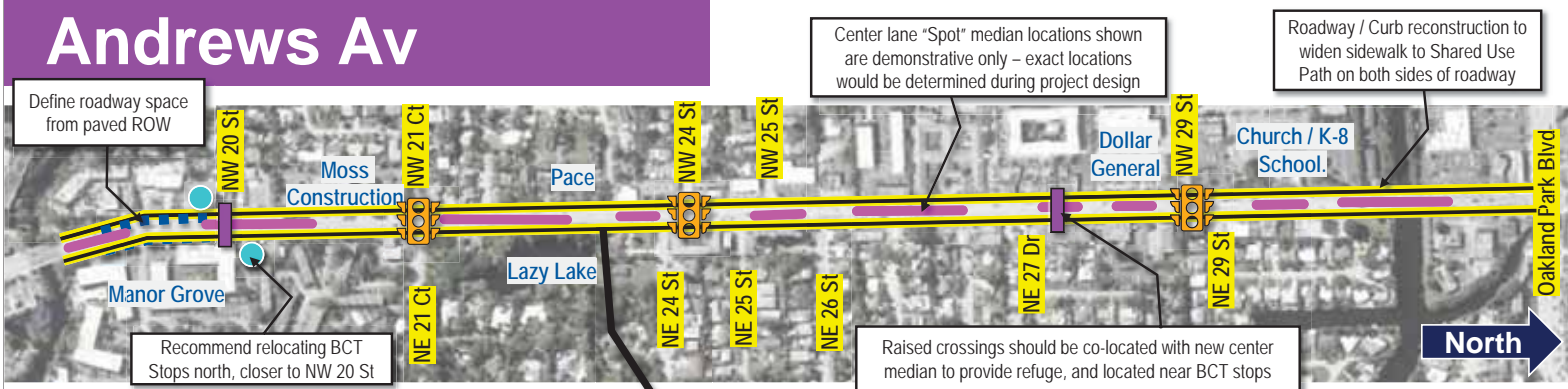
Andrews Av

Goals

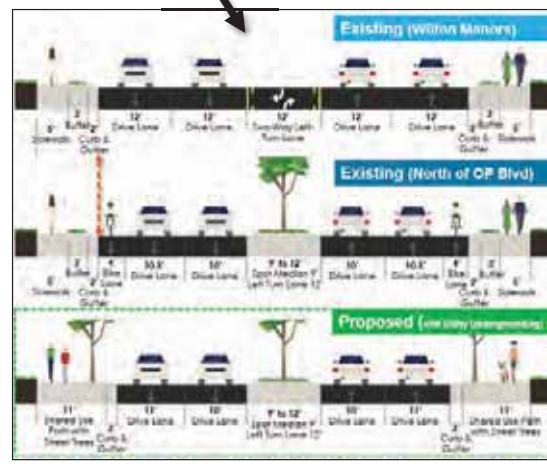
- ✓ Re/Connect "west" & "east" Wilton Manors
- ✓ Redesign Roadway to better match planned mixed-use redevelopment
- ✓ Limit turning conflicts
- ✓ Improved Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian and Bicycle facilities along roadway
- ✓ Improve Comfort, Safety, and Convenience of Crossings over Andrews Av



Andrews Av

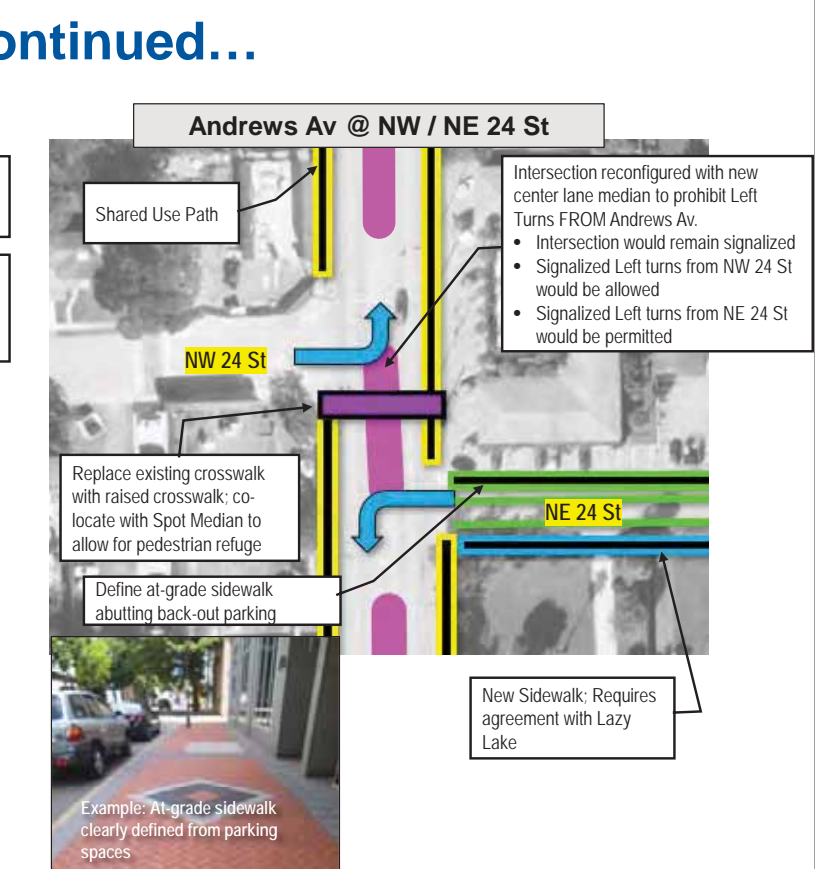
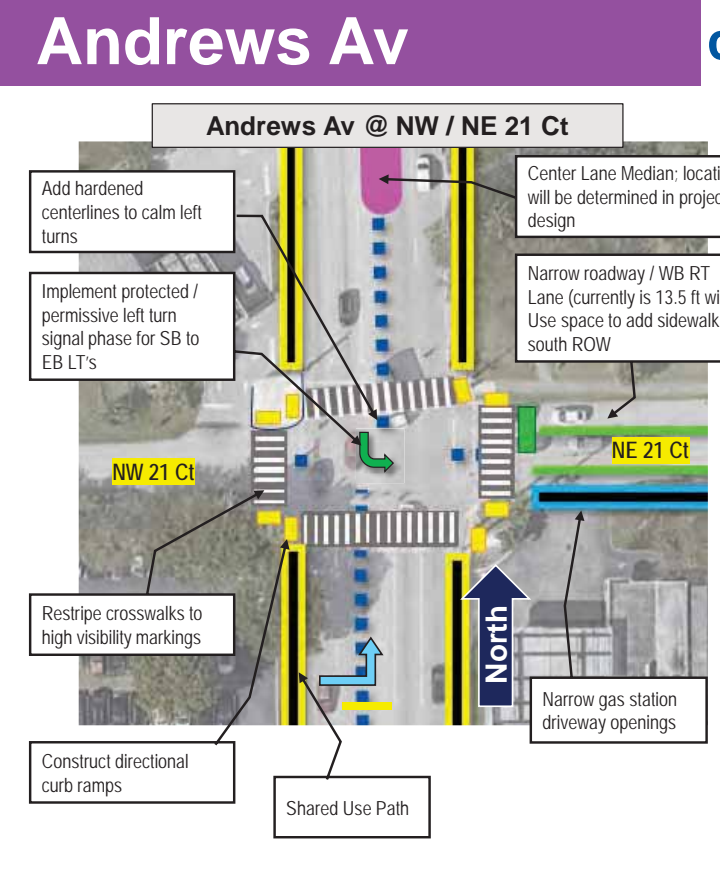


- Increase Pedestrian Phase**
 - Raised Crossing with RRFB**
 - Center Lane Median**
 - Add Lane Definition**
 - Raised Bike Lane or Shared Use Path**
 - Relocate BCT Stop**
- Corridor-wide Recommendations (not shown)**
- Add Conflict Markings at Intersections, Driveways & back-out parking lots
 - Narrow Side Street Curb Radii
 - Mark Crosswalks at Side Street Intersections
 - Add Wayfinding Signage
 - Underground Utilities
 - Evaluate Lighting



- Curb would be reconstructed approximately 3 ft to widen sidewalk to Shared Use Path
 - Shared Use path would have 8 ft of clear space, plus 3 additional feet for landscaping
 - Utilities should be moved or placed underground to limit obstructions
 - Trees and pedestrian scale lights are recommended to improve comfort for both day-time and night-time activity
- Example: Shared Use Path with Trees & Lights

continued...



Recommendations: 5-Points Improvements

The 5-Points intersection is a confluence of some of the most heavily utilized, multimodal corridors in the City. While many vehicles cross the intersection daily, it is also influenced by the Florida East Coast Railway track to the east and many people walking and biking through the area daily. Community members noted the intersection is uncomfortable to cross due to long crossing distances, difficulty navigating the multiple legs of the intersection, and long signal cycles / wait times. To address this, the City will be undertaking a separate study to redesign the intersection to better match the surrounding context and support the needs of all users. The following should be considered as the City pursues a preferred design:

- Reduce speed and number of conflicts.** Wilton Manors should consider intersection improvements and redesigns that slow vehicular traffic and minimize the number of vehicle-to-vehicle, vehicle-to-micromobility, and vehicle-to-pedestrian conflict points. This may include:
 - Signal cycle modifications to protect certain movements, including considering an all-pedestrian phase.
 - Limiting or eliminating turn movements and/or right turns on red.
 - Alternative intersection designs like a roundabout or a protected intersection.
 - Realigning one or more legs of the intersection to reduce the number of intersection legs. For example, the western leg of NE 26th Street could be rerouted to Wilton drive prior to 5 Points or Wilton Drive could be rerouted to Dixie Highway or NE 26th Street. This would allow either NE 26th Street or Wilton Drive, respectively, to be closed at the 5-Points intersection.
- Increase visibility of conflict zones.** Use conflict striping to delineate conflict zones within the intersection, such as green crossbike striping for biking and high visibility crosswalks for walking.
- Consider access.** The City should consider the implementation of access management projects near the intersection. For example, closing nearby driveways (as long as the business has another access point) can help to improve safety and legibility. Additionally, the City should continue to pursue access management opportunities as redevelopment occurs via development reviews.

Community Meetings

- 2 Community Meetings
 - ✓ View Roadway Recommendations
 - ✓ Ask questions of BMPO Staff
 - ✓ Provide comments
- After the meetings
 - Recommendations further refined
 - Cost Estimates and Scopes of Work
 - April 2024 = Draft Plan submitted to City

THE CITY OF WILTON MANORS
TRANSPORTATION MASTER PLAN

COMMUNITY MEETINGS
Hagen Park Community Center

Afternoon Meeting
Monday, January 29, 2024 at 1:30 p.m.

Evening Meeting
Tuesday, January 30, 2024 at 5:30 p.m.

PLEASE JOIN US to learn about and provide input on the recommended improvements to sidewalks, bike paths, and roadways.

For more information on the Community Meetings, please contact (954) 390-2103 or PLANDI@WiltonManors.com

From: [Pervez, Mohammad](#)
To: [Karen Friedman](#)
Cc: [Richard Tornese](#); [Andrew Riddle](#)
Subject: RE: Info for Andrews Ave Surtax project
Date: Thursday, April 13, 2023 3:28:11 PM
Attachments: [image002.png](#)
[image004.png](#)
[image005.png](#)

Good afternoon Karen,
Please see the responses in blue below. Thank you!

Regards,



Mohammad Pervez, P.E.
Highway Construction and Engineering Division
1 N. University Drive, Box B300
Plantation, FL 33324-2038
Office: 954-577-4559
www.broward.org

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Tuesday, April 11, 2023 2:32 PM
To: Pervez, Mohammad <MPERVEZ@broward.org>
Cc: Tornese, Richard <RTORNESE@broward.org>; Andrew Riddle <riddlea@browardmpo.org>
Subject: RE: Info for Andrews Ave Surtax project

Mohammad –

Thank you for this information. I have some questions and I listed them below.

1. What is the project schedule?
Design procurement – 3rd quarter 2023
Design Phase - 3rd quarter 2023 to 1st quarter 2025
Construction procurement-1st quarter 2025 and 2nd quarter 2025
Construction Phase - 2nd quarter 2025 to end of 4th quarter 2026
2. What comments, if any, have you received from the City Staff?
City of Wilton manors: No formal comment from City of Wilton Manors yet. However; City Capital Project Administrator, Todd DeJesus has been in contact with us and expressed that they are willing to provide accommodation for public involvement meeting and acknowledged that due to right of way limitation, bike lane (on street or separated) may not be possible for the project.

- City of Fort Lauderdale: No formal comment from City of Fort Lauderdale yet.
3. Does the Scope include community meetings / public engagement?
Public involvement meeting will be arranged during design phase to get the input from municipalities and communities.
 4. When will the City have an opportunity to provide comments and/or their preferred alternative?
At around half way of the design phase, the project documents will be presented and comments will be sought from the City and communities.
 5. For the **"Bike Lanes / Complete Street Features"**, could this include:
 - Separated / protected bike facility? – Not feasible due to constraint right-of-way.
 - Shared Use Path? – Designated Shared Use Path is not feasible but wider sidewalk could be provided.
 - Signalized mid-block crosswalks? – Traffic study/evaluation has to be done for new crosswalks. If study/evaluation shows it is warranted and feasible, could be added as an additional scope.
 - Pedestrian-scale lighting? -Pedestrian-scale lighting is not eligible for Surtax funding.
 - Raised crosswalks? – Can be considered after evaluation.
 6. Intersection at **NW/NE 16th Street:**
 - The table does not show improvements to this intersection. -It is included along with NW 13th Street in the 4th row/2nd column of the table.
 - Could crosswalks over Oakland Park Blvd be added into the project? -Current Project scope is to do the improvement up to the south end of the intersection

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



From: Pervez, Mohammad <MPERVEZ@broward.org>
Sent: Tuesday, April 11, 2023 1:42 PM
To: Karen Friedman <Friedmank@browardmpo.org>
Cc: Richard Tornese <rtornese@broward.org>
Subject: RE: Info for Andrews Ave Surtax project

Good afternoon Karen,

Sorry for the delayed response. Please see attached exhibit for the project. We do not have any plans yet. Below is the brief scope of the project which we shared with City of Wilton Manors.
Andrews Avenue Improvements Scope:

Andrews Avenue improvements from Sunrise Boulevard to Oakland Park Boulevard will include but are not limited to: new mast arm with signalization component installation, lighting improvements, Americans with Disabilities Act (ADA) upgrades, complete street features installation, drainage improvements, minor roadway widening and roadway rehabilitation with milling, resurfacing, signage, and pavement markings. The primary scope of work and locations of the improvements are listed in the following table:

Primary Scope of Work	Location/Limits	Description
Bike Lanes/Complete Street Features	Andrews Avenue from Sunrise Boulevard to Oakland Park Boulevard	Install Bike Lanes/Complete Street Features, signing and pavement marking through road resurfacing or widening to connect existing facilities
Add southbound right turn lane	Sunrise Boulevard intersection at Andrews Avenue	Widening southbound roadway to add new right turn lane.
New mast arms and new signal equipment at the intersections.	Andrews Avenue at NW 13 th Street and NW 16 th Street	Convert traffic signal supports from span-wire to mast-arm support. Conversion may include mast-arm foundations, poles and arms, updated signals and equipment, ADA upgrades.
Drainage Improvements	Intersection of Andrews Avenue and Oakland Park Boulevard and NW 13 th Street.	Evaluate existing drainage system and, if necessary, replace/rehabilitate aging drainage piping and structures and regrade swale or pavement areas to address flooding complaints.

If you require any further information, feel free to contact me.

Regards,



Mohammad Pervez, P.E.
 Highway Construction and Engineering Division
 1 N. University Drive, Box B300
 Plantation, FL 33324-2038
 Office: 954-577-4559
www.broward.org

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Wednesday, April 5, 2023 4:18 PM
To: Pervez, Mohammad <MPERVEZ@broward.org>
Cc: Tornese, Richard <RTORNESE@broward.org>
Subject: Info for Andrews Ave Surtax project

Mohammed - Good afternoon.

I am a Senior Planner with the Broward MPO. I am assisting the City of Wilton Manors with the development of the City's first citywide Transportation Plan.

I was just in a meeting with Richard Tornese and he mentioned that the Andrews Avenue surtax project (bike lanes etc... from Sunrise Blvd to Oakland Park Blvd) is going out for bid (I might be misstating the correct status).

QUESTIONS:

- Can you send me a copy of the Andrews Avenue plans / documents?
- Also, have you had any discussions with the City about this project?

Finally, we are hosting a series of Community Meetings and you are welcome to attend!

The meeting information is available at the project website:
<https://www.browardmpo.org/plans/city-of-wilton-manors>

Thank you very much in advance...

Sincerely,

Karen Friedman, AICP
 Senior Transportation Planner



Metropolitan Planning Organization
 Trade Centre South

100 West Cypress Creek Road,
 6th Floor, Suite 650
 Fort Lauderdale, FL 33309-2181
 (954) 876-0039 Office
 Florida Relay Service 711
FriedmanK@BrowardMPO.org

For more information on activities and projects of the Broward MPO, please visit:
BrowardMPO.org and while you're there, follow us on Social Media.

To subscribe to our e-Blasts, [click here](#).

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact: Hannah Bourgeois, Public Outreach Officer/Title VI Coordinator at (954) 876-0053 or bourgeois@browardmpo.org Please Note: Florida has a very broad public records law. Most

From: [Vargas, Carolina](#)
To: [Karen Friedman](#)
Cc: [Todd DeJesus \(DND\)](#); [Pervez, Mohammad](#); [Andrew Riddle](#); [Espinal, Esteban](#)
Subject: N Andrews Ave @ NE 26th St / Surtax Project
Date: Wednesday, April 26, 2023 11:14:38 AM
Attachments: [image003.png](#)

Karen,

Please refer to answers in blue to your questions. In addition, we can schedule a meeting for additional discussion and coordination.

1. Will the new crosswalks have special emphasis markings? [Pavement markings for the crosswalks do not propose high emphasis markings.](#)
2. It appears on sheet T-11 that the plan for the NW corner is to install an ADA-accessible curb ramp and tighten up the curb cut / driveway to the Coin Laundry. Is that correct? Correct. [The curb ramp on the west side of N Andrews Ave has been added for the proposed crosswalk. The intent is not to reduce the existing driveway width. Reconstruction of the driveway has been proposed to transition from existing conditions to the curb ramp that has been added on the west side of N Andrews Ave.](#)
3. Will the pedestrian signal phasing have a leading pedestrian interval?
4. Is the new median (center of intersection) painted only? [We are proposing a raised median to prevent vehicles from crossing from the private property west of the intersection to NE 26 St as the driveway is not signalize. We typically do not signalize private driveways with County funds unless there is an agreement with the property owner/developer to provide funds for signalizing a private driveway.](#)
5. Due to the adjacency to Wilton Manors Elementary, is there any school signage or markings? [This project does not propose school signage or markings.](#)
6. Is new street lighting included? [This project does not propose new lighting.](#)
7. Can this design accommodate the future conversion of the existing striped medians to curbed medians? [Please clarify. Would this require modification to the location of proposed signal heads? If proposed signalization is not impacted by future conversion, is probably best to include the conversion of existing striped medians to curbed medians in the surtax project that proposed improvements along N Andrews Ave corridor. Adding the conversion to this project would require extending the project limits. In addition, this project is funded by the constitutional gas tax from Traffic Engineering Division which is meant for traffic signal system upgrades which is the main scope of this project.](#)
8. Is there any possibility to add in additional design elements to this project? [This requires further discussion as it depends on the scope of the additional design elements.](#)

Sincerely,



Carolina Vargas, P.E.
Public Works Department
Highway Construction and Engineering Division

1 N University Drive, Plantation, FL 33324
Office: (954) 577-4572
www.broward.org

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Tuesday, April 25, 2023 3:19 PM
To: Vargas, Carolina <CVARGAS@broward.org>
Cc: Todd DeJesus <TDeJesus@wiltonmanors.com>; Pervez, Mohammad <MPERVEZ@broward.org>; Andrew Riddle <riddlea@browardmpo.org>
Subject: N. Andrews Ave @ NE 26th St / Surtax Project

Carolina –

Good afternoon. I am a Senior Planner with the Broward MPO. The Broward MPO is assisting the City of Wilton Manors with the development of the City's first Transportation Master Plan. Here is the project website: <https://www.browardmpo.org/plans/city-of-wilton-manors>

The Transportation Master Plan is intended to identify multimodal recommendations for six roadways in the City.

The City will select the six roadways next month.

Reason I am emailing you:

- I anticipate that Andrews Ave will be one of the roadways that will be studied for the Transportation Master Plan.
- The City has advised that there are two Surtax projects for Andrews Ave:
 1. The intersection of NE 26th Street (your project)
 - The latest status is: Design is complete. The County is working on issuing a work order for construction. The contractor is having issues with the subcontractor that was going to perform the utility work and is working on replacing the subcontractor.
 - The County hopes to issue first Notice to Proceed next month for procurement of materials. Typically it takes about 6 months to procure materials and therefore second notice to proceed to **begin construction activities is estimated for October/November 2023.**
 2. The multi-modal / corridor improvements (Mohammad Pervez project)
 - I have been in communication with Mohammad regarding this project and he has provided the status.

Here are my questions:

1. Will the new crosswalks have special emphasis markings?
2. It appears on sheet T-11 that the plan for the NW corner is to install an ADA-accessible curb ramp and tighten up the curb cut / driveway to the Coin Laundry. Is that correct?
3. Will the pedestrian signal phasing have a leading pedestrian interval?
4. Is the new median (center of intersection) painted only?
5. Due to the adjacency to Wilton Manors Elementary, is there any school signage or markings?

6. Is new street lighting included?
7. Can this design accommodate the future conversion of the existing striped medians to curbed medians?
8. Is there any possibility to add in additional design elements to this project?

If you prefer, we can discuss my questions via a TEAMS meeting.

Thank you in advance....

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



Trade Centre South
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181
(954) 876-0039 Office
Florida Relay Service 711
FriedmanK@BrowardMPO.org

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To subscribe to our e-Blasts, [click here](#).

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From: [Kitchen, Laila](#)
To: [Karen Friedman](#)
Cc: [Richard Tornese](#); [Pervez, Mohammad](#); [Espinal, Esteban](#)
Subject: RE: Updated Presentation for Tomorrow's mtg / Wilton Manors Transportation Plan (Broward County)
Date: Thursday, July 20, 2023 1:25:24 PM
Attachments: [image003.png](#)
[County Projects in Wilton Manors.xlsx](#)

Karen,

Per your request I have attached the county's current and future projects in Wilton Manors and have copied 2 of the project managers in case you have further questions.

You also asked if the county is implementing any changes and for our (Highway Construction and Engineering Division) perspective we are shifting more towards recommending shared-use paths versus on-street bike lanes based on community feedback.

Please let me know if you need any more info.

Thank you.



Laila Kitchen, P.E., Engineering Unit Supervisor
Highway Construction and Engineering Division
1 N. University Drive, Box B300, Plantation, FL 33324-2038
Office Phone: 954-577-4565
www.broward.org

From: Karen Friedman <FriedmanK@browardmpo.org>

Sent: Wednesday, July 19, 2023 1:19 PM

To: Kitchen, Laila <LKITCHEN@broward.org>; Brunner, Scott <SBrunner@broward.org>; Todd DeJesus <TDeJesus@wiltonmanors.com>; 'Pamela Landi' <plandi@wiltonmanors.com>; Severyn, Josette <JSEVERYN@broward.org>; Li, Jiamin <JILI@broward.org>; Caratozzolo, Carmelo <CCARATZZOLO@broward.org>

Cc: Tornese, Richard <RTORNESE@broward.org>; Karen Warfel <kwarfel@fortlauderdale.gov>; Adam Burghdoff <aburghdoff@kittelton.com>; Andrew Riddle <riddlea@browardmpo.org>; Jessica Josselyn <jjosselyn@kittelton.com>; Chris Romano <cromano@kittelton.com>; Jacqueline Barszewski <Barszewskij@browardmpo.org>

Subject: Updated Presentation for Tomorrow's mtg / Wilton Manors Transportation Plan (Broward County)

All – Good afternoon.

Attached is a revised version of the presentation for *tomorrow's* meeting regarding the Wilton Manors Transportation Plan.

Two slides for NE 6 Av have been added (slides 36 & 37).

From: Kitchen, Laila <LKITCHEN@broward.org>
Sent: Wednesday, October 18, 2023 2:48 PM
To: Karen Friedman
Subject: RE: Wilton Manors - Trans. Master Plan - Mtg with BROWARD COUNTY re Potential Solutions
Attachments: Lane elimination- Complete Streets Team Memorandum.pdf

Karen,

Attached is the PDF with Lane Elimination guidelines approved by County commission. Back in June 2022 the reason Richard and I did not think the lane elimination on NE 26 Street will meet the criteria is this: a 2-lane road capacity (and 3-lane) varies from about 13k to max 18K. The existing condition 4-lane capacity is 29,160 (see yellow below). Projected volume for 2040 is 21,000 (blue below), which is over capacity of 18K. This table was downloaded here <https://www.browardmpo.org/data>

ID	E/W Roadway	Segment	2019				2040				2040					
			Code	Daily Conditions			Code	Daily Conditions			Peak Hour Conditions					
				AADT	Capacity	V/C		LOS	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
576	NE 26 St	E of Dixie Hwy	464	17500	29160	0.60	D	464	21000	29160	0.72	D	1995	2628	0.76	D
578	NE 26 St	E of US 1	264	12400	13320	0.93	D	264	18300	13320	1.37	F	1739	1197	1.45	F
580	Sunrise Lks Blvd	E of NW 115 Ter	264	6100	13320	0.46	C	264	8600	13320	0.65	D	817	1197	0.68	D
582	Sunrise Lks Blvd	E of Nob Hill Rd	464	4900	29160	0.17	C	464	14000	29160	0.48	D	1330	2628	0.51	D
584	Sunrise Lks Blvd	E of Pine Island Rd	464	3900	29160	0.13	C	464	3700	29160	0.13	C	352	2628	0.13	C

When would you like to present to Broward County Complete Streets Team?



Laila Kitchen, P.E., Engineering Unit Supervisor
 Highway Construction and Engineering Division
 1 N. University Drive, Box B300, Plantation, FL 33324-2038
 Office Phone: 954-577-4565
www.broward.org

-----Original Appointment-----

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Monday, September 11, 2023 11:23 AM
To: Karen Friedman; Executive Conference Room; Andrew Riddle; Caratozzolo, Carmelo; Brunner, Scott; Kitchen, Laila; Todd DeJesus; Pervez, Mohammad; Tornese, Richard; Mark Plass
Cc: "Pamela Landi"; Jessica Josselyn; Chris Romano; Adam Burghdoff; Brandon Kelley; Betsy Jeffers
Subject: Wilton Manors - Trans. Master Plan - Mtg with BROWARD COUNTY re Potential Solutions
When: Tuesday, October 17, 2023 9:00 AM-10:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Executive Conference Room

Meeting at Broward MPO Offices (**Executive Conference Room**)

Meeting Topic: Wilton Manors Transportation Master Plan meeting with Broward County.

Meeting Purpose: Review potential solutions with Broward County Staff on three county-owned roadways in Wilton Manors: Andrews Av, NE 26 St (east of 5-Points) and two sections of NE 6 Av .

The Agenda and Presentation will be emailed to meeting attendees in advance.

For more information on the Wilton Manors Transportation Master Plan, please visit: <https://www.browardmpo.org/plans/city-of-wilton-manors>

Thank you and looking forward to meaningful discussion on these roadways.

Karen Friedman, AICP
 Senior Transportation Planner

 Metropolitan Planning Organization
 Trade Centre South
 100 West Cypress Creek Road,
 6th Floor, Suite 650
 Fort Lauderdale, FL 33309-2181
 (954) 876-0039 Office

From: [Karen Friedman](#)
To: [Laila Kitchen](#)
Cc: [Todd DeJesus \(DND\)](#); ["Pamela Landi"](#); [Andrew Riddle](#); [Jessica Josselyn](#); [Chris Romano](#)
Subject: WM TMP - Follow Up items from Last Week's meeting re Preliminary Solutions
Date: Tuesday, October 24, 2023 10:16:00 AM
Attachments: [image001.png](#)

Laila – Good morning.

Thank you (and Carmello, Mohammad, and Marlin Staff) for attending the meeting on October 17 to discuss the preliminary Solutions for the County-Owned roadways in the Wilton Manors Transportation Master Plan. We really appreciate all of the feedback / discussion about the potential solutions.

Below is a list of follow-up items from that meeting:

- Andrews Av (Andrews AV Surtax project):** **Please send** the latest schedule, project information, and construction budget
- Andrews Av (Project at NE 26 St):** **Please send** the latest construction schedule for this project
- Andrews Av:** **Please send** a copy of the as-builts for Andrews Av is Oakland Park (We are particularly interested in approved lane widths)
- Andrews Av:** **Please confirm** guidance from Marlin Engineering regarding the potential placement of lighting poles (our notes indicate lighting could stay 3 to 4 ft in the tree line)
- Andrews Av (Intersection at NW/NE 21 Ct):** **Please advise** the anticipated schedule for Left Turn counts (protected left turn phase warrant assessment)
- Andrews Av (Intersection at NW / NE 24 St):** This is an off-set intersection. We will continue with the recommendation for the signalized left turn in and out of NE 24 St. There was discussion in the meeting about potential preference to **allow Left turns from Andrews Av** to NW 24 St and to NE 24 St, but to **prohibit LT from NW 24 St and NE 24 St**. **Please advise** if County Staff has a preference or further comments for the full signalization of this off-set intersection.
- NE 6 Av (Intersection at NE 26 St):** **Please advise** if County Staff has a preference or further comments about potential improvements for this intersection (Including split phase).
- NE 6 Av (Portion of Roadway from NE 24 St to Wilton Dr):** Since we did not have much time to discuss this area in the meeting, **please advise** if County Staff has comments about improvements for this location.
- NE 6 Av (Intersection at Wilton Dr):** **Please send** the potential improvements from FDOT that County was asked to comment on, plus the County's comments.
- At the end of the meeting you mentioned that an **additional meeting with County Staff** may be beneficial. **Please advise** if you would like me to set up a Doodle and I can send to you?

Here are other informational items:

- NE 26 St: East of 5-Points: Currently, we will continue with the lane elimination option for east

of FEC. However, based on feedback from County Staff we will prepare a new option that does not include a lane elimination. The goal of this portion of roadway is to reduce speed to 30 MPH (Same as NE 26 St west of 5-Points).

- NE 26 St: Intersection at NE 15 / 16 Av: We are preparing potential solutions assuming no lane elimination.
- We will be refining the Potential Solutions to "Recommendations" at our December City Staff Working Group meeting.
- BMPO will attend the January 17, 2024 Complete Streets Team Meeting to present the WM TMP Recommendations

Please let me know if you have any questions. **I am marking my calendar to follow up with you on Nov 7th.**

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



Trade Centre South
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181
(954) 876-0039 Office
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FriedmanK@BrowardMPO.org

For more information on activities and projects of the Broward MPO, please visit: BrowardMPO.org and while you're there, follow us on Social Media.

To subscribe to our e-Blasts, [click here](#).

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From: Kitchen, Laila <LKITCHEN@broward.org>
Sent: Wednesday, October 25, 2023 1:59 PM
To: Karen Friedman
Cc: Pervez, Mohammad; Richard Tornese
Subject: RE: WM TMP - Follow Up items from Last Week's meeting re Preliminary Solutions
Attachments: Andrews Ave BCHCED #170504001 Typical section.pdf

Karen,
I just sent you the link to as-builts for the 2017 project on Andrews Ave north of Oakland Park Blvd. (Richard and Mohammad: you can find it [here](#)). As you can see in the attached typical section sheet, the lane widths are 10.5' and 10' with a 4' bike lane, but this is in a very constrained situation because the outside curb and gutter was to remain. In most cases we require 11' outside lanes.



Laila Kitchen, P.E., Engineering Unit Supervisor
Highway Construction and Engineering Division
1 N. University Drive, Box B300, Plantation, FL 33324-2038
Office Phone: 954-577-4565
www.broward.org

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Tuesday, October 24, 2023 10:17 AM
To: Kitchen, Laila <LKITCHEN@broward.org>
Cc: Todd DeJesus <TDeJesus@wiltonmanors.com>; 'Pamela Landi' <plandi@wiltonmanors.com>; Andrew Riddle <riddlea@browardmpo.org>; Jessica Josselyn <jjosselyn@kittelton.com>; Chris Romano <cromano@kittelton.com>
Subject: WM TMP - Follow Up items from Last Week's meeting re Preliminary Solutions

Laila – Good morning.

Thank you (and Carmello, Mohammad, and Marlin Staff) for attending the meeting on October 17 to discuss the preliminary Solutions for the County-Owned roadways in the Wilton Manors Transportation Master Plan. We really appreciate all of the feedback / discussion about the potential solutions.

Below is a list of follow-up items from that meeting:

1. **Andrews Av (Andrews AV Surtax project): Please send** the latest schedule, project information, and construction budget
2. **Andrews Av (Project at NE 26 St): Please send** the latest construction schedule for this project
3. **Andrews Av: Please send** a copy of the as-builts for Andrews Av is Oakland Park (We are particularly interested in approved lane widths)

From: [Kitchen, Laila](#)
To: [Karen Friedman](#)
Cc: [Todd DeJesus \(DND\)](#); ["Pamela Landi"](#); [Andrew Riddle](#); [Pervez, Mohammad](#); [Caratozzolo, Carmelo](#)
Subject: RE: WM TMP - Follow Up on items from Oct 17 meeting (Preliminary Solutions)
Date: Monday, November 13, 2023 10:40:09 AM
Attachments: [image002.png](#)

Karen,
Sorry, here it is:

Andrews Av (Project at NE 26 St):
Begin Construction - February 2024
End Construction – October 2024



Laila Kitchen, P.E., Engineering Unit Supervisor
Highway Construction and Engineering Division
1 N. University Drive, Box B300, Plantation, FL 33324-2038
Office Phone: 954-577-4565
www.broward.org

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Monday, November 13, 2023 10:32 AM
To: Kitchen, Laila <LKITCHEN@broward.org>
Cc: Todd DeJesus <TDeJesus@wiltonmanors.com>; 'Pamela Landi' <plandi@wiltonmanors.com>; Andrew Riddle <riddlea@browardmpo.org>; Pervez, Mohammad <MPERVEZ@broward.org>; Caratozzolo, Carmelo <CCARATOZZOLO@broward.org>
Subject: RE: WM TMP - Follow Up on items from Oct 17 meeting (Preliminary Solutions)

Laila –

Thank you VERY much for the responses. It looks like the information from Esteban (**Andrews Av (Project at NE 26 St)**) was not included.

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



1/26/24, 8:52 AM

RE WM TMP 2 Topics - (1) Scramble Intersection for NE 6 Av Wilton Dr (2) NE 26 St Lane Repurposing.htm

From: Kitchen, Laila <LKITCHEN@broward.org>
Sent: Wednesday, November 29, 2023 11:42 AM
To: Karen Friedman
Cc: Todd DeJesus (DND); 'Pamela Landi'; Andrew Riddle; Pervez, Mohammad; Caratozzolo, Carmelo; Richard Tornese; d'Anjou, Yves; Zhu, Charlie
Subject: RE: WM TMP: 2 Topics - (1) Scramble Intersection for NE 6 Av & Wilton Dr (2) NE 26 St Lane Repurposing

Karen,
For #1, please invite Yves, Carmelo and Charlie (copied on email) from BCTED and me. Please note that BCTED's involvement will be limited to implementation of the final timing modifications and the programming and rewiring of the signal cabinet as necessary. This work would come at the very end of the project, once all signal system and geometric modifications (including any pavement marking and signage as necessary) have been designed and installed by FDOT.

For #2, lane elimination/repurposing is neither approved nor denied. The city would have to do the traffic analysis as described in the guidelines and present this to the Broward County Complete Streets Team. Once all the documentation demonstrate compliance with the guidelines, the County Commission will decide whether to support or not support the lane elimination project. They just recently supported the Dixie Highway lane elimination project. It would be mostly the same requirements to review and approve a "quick build."

Thank you.



Laila Kitchen, P.E., Engineering Unit Supervisor
Highway Construction and Engineering Division
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Office Phone: 954-577-4565
www.broward.org

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Tuesday, November 28, 2023 1:37 PM
To: Kitchen, Laila <LKITCHEN@broward.org>
Cc: Todd DeJesus <TDeJesus@wiltonmanors.com>; 'Pamela Landi' <plandi@wiltonmanors.com>; Andrew Riddle <riddlea@browardmpo.org>; Pervez, Mohammad <MPERVEZ@broward.org>; Caratozzolo, Carmelo <CCARATOZZOLO@broward.org>
Subject: WM TMP: 2 Topics - (1) Scramble Intersection for NE 6 Av & Wilton Dr (2) NE 26 St Lane Repurposing

Laila – Good afternoon and hope you had a nice Thanksgiving.

Two topics for the Wilton Manors TMP. I am **highlighting in yellow** the specific feedback I am requesting.

1. Scramble intersection at NE 6 Av and Wilton Dr.

- We received from FDOT the comments the County previously provided about this option (comments were provided by Yves d'Anjou).
- Please see the attached PDFs (1) Emails with comments to/from Yves d'Anjou and (2) Memo from FDOT re the potential scramble intersection
- **Do you recommend** we meet directly with Yves (or other County Staff cc'd in the emails) to discuss the WM TMP and the proposed improvements for this location?

2. NE 26 St, potential Lane Repurposing

- Two weeks ago I presented an overview of the WM TMP to the City Commission which included the lane repurposing of NE 26 St as a *potential* solution (to a 3-lane configuration).
- The presentation also included a recommendation to implement a "quick build" lane repurposing prior to any permanent improvements.
- I also advised we are in ongoing discussions with the County about all proposed solutions (including the upcoming Complete Streets Team Meeting) and to date we have not received approval or denial of any of the potential solutions.
- **Can you please confirm** that the current feedback for the potential solution of lane repurposing of NE 26 St (to a 3-lane configuration) is neither approval or denial?

Thank you as always.....

Karen Friedman, AICP
Senior Transportation Planner



From: Kitchen, Laila <LKITCHEN@broward.org>
Sent: Monday, November 13, 2023 10:40 AM
To: Karen Friedman <Friedmank@browardmpo.org>
Cc: Todd DeJesus (DND) <tdejesus@wiltonmanors.com>; 'Pamela Landi' <plandi@wiltonmanors.com>; Andrew Riddle <riddlea@browardmpo.org>; Pervez, Mohammad <MPERVEZ@broward.org>; Caratozzolo, Carmelo <CCARATZZOLO@broward.org>
Subject: RE: WM TMP - Follow Up on items from Oct 17 meeting (Preliminary Solutions)

Karen,
 Sorry, here it is:
Andrews Av (Project at NE 26 St):
 Begin Construction - February 2024
 End Construction – October 2024



Laila Kitchen, P.E., Engineering Unit Supervisor
 Highway Construction and Engineering Division
 1 N. University Drive, Box B300, Plantation, FL 33324-2038
 Office Phone: 954-577-4565
www.broward.org

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Monday, November 13, 2023 10:32 AM
To: Kitchen, Laila <LKITCHEN@broward.org>
Cc: Todd DeJesus <TDeJesus@wiltonmanors.com>; 'Pamela Landi' <plandi@wiltonmanors.com>; Andrew Riddle <riddlea@browardmpo.org>; Pervez, Mohammad <MPERVEZ@broward.org>; Caratozzolo, Carmelo <CCARATZZOLO@broward.org>
Subject: RE: WM TMP - Follow Up on items from Oct 17 meeting (Preliminary Solutions)

Laila –

Thank you VERY much for the responses. It looks like the information from Esteban (**Andrews Av (Project at NE 26 St)**) was not included.

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



From: Kitchen, Laila <LKITCHEN@broward.org>
Sent: Monday, November 13, 2023 9:58 AM
To: Karen Friedman <Friedmank@browardmpo.org>
Cc: Todd DeJesus (DND) <tdejesus@wiltonmanors.com>; 'Pamela Landi' <plandi@wiltonmanors.com>; Andrew Riddle <riddlea@browardmpo.org>; Pervez, Mohammad <MPERVEZ@broward.org>; Caratozzolo, Carmelo <CCARATZZOLO@broward.org>
Subject: RE: WM TMP - Follow Up on items from Oct 17 meeting (Preliminary Solutions)

Karen,
 Please see below in red.



Laila Kitchen, P.E., Engineering Unit Supervisor
 Highway Construction and Engineering Division
 1 N. University Drive, Box B300, Plantation, FL 33324-2038
 Office Phone: 954-577-4565
www.broward.org

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Tuesday, November 7, 2023 8:49 AM
To: Kitchen, Laila <LKITCHEN@broward.org>
Cc: Todd DeJesus <TDeJesus@wiltonmanors.com>; 'Pamela Landi' <plandi@wiltonmanors.com>; Andrew Riddle <riddlea@browardmpo.org>
Subject: WM TMP - Follow Up on items from Oct 17 meeting (Preliminary Solutions)

Laila, Good morning.

I am following up on the below items regarding the Wilton Manors TMP:

1. **Andrews Av (Andrews AV Surtax project): Please send** the latest schedule, project information, and construction budget

From Mohammad:

latest schedule: Begin Design – 1st quarter of 2024, End Design-1st quarter of 2026, Begin Construction-1st quarter of 2027,
 Project information: -Andrews Avenue Improvements between Sunrise Blvd to Oakland Park Blvd. includes SB right turn lane at Sunrise Blvd. intersection, mast arm replacement at NW 13th and NW16th Street, Drainage Improvements at NW 13th Street and Bike Lane/Complete street features within the project limits. The Project will combine Map ID I71, M55, M56, D11, B40 and B37 to DPG017 for Design.
 construction budget: 21.9 Million

2. **Andrews Av (Project at NE 26 St): Please send** the latest construction schedule for this project

From Esteban:

3. **Andrews Av: Please confirm** guidance from Marlin Engineering regarding the potential placement of lighting poles (our notes indicate lighting could stay 3 to 4 ft in the tree line)

From Mohammad: Marlin has not started evaluating the option yet. The ideal location of light pole will be at the right-of-way to clear the path and maintain clear zone.

4. **Andrews Av (Intersection at NW/NE 21 Ct): Please advise** the anticipated schedule for Left Turn counts (protected left turn phase warrant assessment) **From Carmelo: 8 weeks to study**
5. **Andrews Av (Intersection at NW / NE 24 St):** This is an off-set intersection. We will continue with the recommendation for the signalized left turn in and out of NE 24 St. There was discussion in the meeting about potential preference to allow Left turns from Andrews Av to NW 24 St and to NE 24 St, but to prohibit LT from NW 24 St and NE 24 St. **Please advise** if County Staff has a preference or further comments for the full signalization of this off-set intersection. **From Carmelo: Staff are still reviewing.**

6. **NE 6 Av (Intersection at NE 26 St): Please advise** if County Staff has a preference or further comments about potential improvements for this intersection (Including split phase). **From Carmelo: Reviewing for left-turn phase - 8 weeks to study**
7. **NE 6 Av (Portion of Roadway from NE 24 St to Wilton Dr): Please advise** if County Staff has comments about improvements for this location. **No objections to improvements on slide 20 in your presentation.**
8. **NE 6 Av (Intersection at Wilton Dr): Please send** the potential improvements from FDOT that County was asked to comment on, plus the County's comments. **Not sure which "improvements from FDOT" you mean. No objections to improvements on slide 21 in your presentation.**
9. At the end of the meeting you mentioned that an **additional meeting with County Staff** may be beneficial. **Please advise** if you would like me to set up a Doodle and I can send to you? **From Laila: You are scheduled to present at the Complete Street Team on January 17. If you need anything clarified/discussed before that, we can set up a meeting.**

From Carmelo:

Staff have checked the ped clearance for the intersection at the following intersections, please see below for my result and adjustment made:

2155 Andrews Ave and NE 21 St – Ped clearance meets standard, no change needed.

2162 Andrews Ave and NE 24 St – Updated ped clearance to meet the current standard (Walking speed of 3.5 ft/s)

2174 Andrews Ave and NE 29 St – Updated ped clearance to meet the current standard (Walking speed of 3.5 ft/s)

Item 1: Please provide rationale behind the 2.8 ft/second. We use 3.5 ft/second to calculate the FDW for most cases. Staff would like to know where the 2.8 ft/second comes from.

Item 2: LPI should be considered for intersections with high conflicts between RT vehicles and pedestrians.

Thank you as always for your help...

Sincerely,

Karen Friedman, AICP
 Senior Transportation Planner



From: Karen Friedman
Sent: Friday, January 19, 2024 2:32 PM
To: Tornese, Richard
Cc: Andrew Riddle; Sara Forelle; Darby DelSalle; Laila Kitchen; Chris Romano; Jessica Josselyn; Adam Burghdoff
Subject: Wilton Manors Workshop / Comments re NE 26 St / Lane Repurposing

Richard – Good afternoon.

As a follow up to our conversation yesterday, below is a synopsis of the comments I made to the City Commission at last night's workshop:

- We are recommending a lane repurposing as it is the only way to construct a bike facility along this roadway.
- In order to proceed with a Lane Repurposing, the County requires a detailed Traffic Analysis, followed by County Commission approval.
- To date, the County has not undertaken a detailed traffic analysis of a lane repurposing.
- The estimated cost of this type of analysis might range from \$50 K to \$100K.
- The Surtax project will proceed with the current design – 7 ft sidewalks with no bike facilities.
- The County has provided comments that a future lane repurposing, should it be approved by the County, must be complimentary to the upcoming Surtax project.
- While we recommend a raised bike lane as that is the facility type preferred by the community, we will include in the TMP plan alternative bike facility types that may be considered during future project design (not part of the Surtax project).

Sincerely,

Karen Friedman, AICP
 Senior Transportation Planner



From: Tornese, Richard <RTORNESE@broward.org>
Sent: Thursday, January 18, 2024 10:22 AM
To: Karen Friedman <Friedmank@browardmpo.org>
Cc: Andrew Riddle <riddlea@browardmpo.org>; Sara Forelle <SForelle@Broward.Org>; Darby DelSalle <DDELSALLE@broward.org>; Laila Kitchen <Lkitchen@broward.org>; Chris Romano <cromano@kittelerson.com>; Jessica Josselyn <jjosselyn@kittelerson.com>; Adam Burghdoff <aburghdoff@kittelerson.com>
Subject: RE: Comments re NE 26 St / Lane Repurposing

Thanks, I think a short meeting to discuss the public meeting and what is presented would be beneficial.

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Thursday, January 18, 2024 10:18 AM
To: Tornese, Richard <RTORNESE@broward.org>
Cc: Andrew Riddle <riddlea@browardmpo.org>; Forelle, Sara <SFORELLE@broward.org>; Delsalle, Darby <DDELSALLE@broward.org>; Kitchen, Laila <LKITCHEN@broward.org>; Chris Romano <cromano@kittelerson.com>; Jessica Josselyn <jjosselyn@kittelerson.com>; Adam Burghdoff <aburghdoff@kittelerson.com>
Subject: RE: Comments re NE 26 St / Lane Repurposing

Richard –

Understood and agreed. Our recommendation to the City is that a Lane Repurposing requires an in-depth Traffic Analysis, followed by review and approval by the County Commission. And that this would occur after the Surtax project is complete.

We are also aware of the importance for a future lane repurposing / bicycle facility to compliment the Surtax project's improvements.

Karen Friedman, AICP
 Senior Transportation Planner



From: Tornese, Richard <RTORNESE@broward.org>
Sent: Thursday, January 18, 2024 10:12 AM
To: Karen Friedman <Friedmank@browardmpo.org>
Cc: Andrew Riddle <riddlea@browardmpo.org>; Sara Forelle <SForelle@Broward.Org>; Darby DelSalle <DDELSALLE@broward.org>; Laila Kitchen <Lkitchen@broward.org>
Subject: RE: Comments re NE 26 St / Lane Repurposing

Thanks, I discussed this with Todd and agreed no lane repurposing for the Surtax-funded project, but let me know if you want to meet this week to discuss the reasoning behind the decision.

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Thursday, January 18, 2024 9:58 AM
To: Tornese, Richard <RTORNESE@broward.org>
Cc: Andrew Riddle <riddlea@browardmpo.org>; Forelle, Sara <SFORELLE@broward.org>; Delsalle, Darby <DDELSALLE@broward.org>; Kitchen, Laila <LKITCHEN@broward.org>
Subject: RE: Comments re NE 26 St / Lane Repurposing
Importance: High

Richard –

Yes, I think we should discuss the lane repurposing. Preferably asap as I am scheduled to present to the City Commission this evening.

We were advised by County Staff (**see attached email**) that a Lane Elimination / Repurposing has not been reviewed or denied. And that the City would need to undertake a Traffic Analysis assessing the viability of a lane repurposing.

Our understanding is that in 2022, Broward County Highway Construction and Engineering Division staff did a high-level review of a lane repurposing of NE 26 St.

- County staff did not think the lane elimination would meet the County's criteria due to projected volume (based on the BMPO's "Roadways Capacity and LOS Analysis (2045)")
- The County did not prepare a Traffic Analysis.
- The BMPO's "Roadways Capacity and LOS Analysis" is a data point used by BMPO as an input.
- The BMPO's "Roadways Capacity and LOS Analysis" (2045) forecasts NE 26 St west of 5-Points will decrease in volume (14,500 to 11,300) **BUT** east of 5-Points will increase in volume (12,200 to 21,000)
- This forecast is inconsistent with existing roadway volumes.
- The subarea of NE 26 St east of Dixie Hwy has not been validated to predict future forecasted volumes and local travel patterns.

Please let me know if you can discuss this issue today.

Karen Friedman, AICP
Senior Transportation Planner



From: Tornese, Richard <RTORNESE@broward.org>
Sent: Thursday, January 18, 2024 9:49 AM
To: Karen Friedman <Friedmank@browardmpo.org>
Cc: Andrew Riddle <riddlea@browardmpo.org>; Sara Forelle <SForelle@Broward.Org>; Darby DeSalle <DDELSALLE@broward.org>; Laila Kitchen <lkitchen@broward.org>
Subject: RE: Comments re NE 26 St / Lane Repurposing

Karen,
Please be advised that the lane repurposing for the County section of NE 26th Street was previously discussed with City staff and was not approved. There is no reason to assess the lane repurposing if it was already rejected by the County. If you want to have a meeting to discuss, please let me know.
Thanks, Richard

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Thursday, January 18, 2024 8:47 AM
To: Tornese, Richard <RTORNESE@broward.org>

Cc: Andrew Riddle <riddlea@browardmpo.org>; Forelle, Sara <SFORELLE@broward.org>
Subject: Comments re NE 26 St / Lane Repurposing

Richard –

Thank you for the positive feedback and comment regarding the recommended Lane Repurposing on NE 26 St.

As I mentioned in the presentation, we recognize that early and ongoing collaboration with Broward County Staff throughout the development of the Wilton Manors Transportation Master Plan is essential.

I have forwarded your comment to Kittelson & Assoc. In particular I have asked them to assess the lane repurposing recommendation and its compatibility with the upcoming Surtax improvements.

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



From: Tornese, Richard <RTORNESE@broward.org>
Sent: Wednesday, January 17, 2024 4:13 PM
To: Karen Friedman <Friedmank@browardmpo.org>
Cc: Andrew Riddle <riddlea@browardmpo.org>; Christopher Restrepo <restrepoc@browardmpo.org>; Sara Forelle <SForelle@Broward.Org>
Subject: RE: Attend Complete Streets Team Mtg / SE 17 St Mobility Hub Project

Good afternoon Karen,
Excellent presentation today, I want you to be aware that the County would not approve a project or work that would interfere with or impact an ongoing Surtax-funded project, such as NE 26th Street.
Thanks, Richard

From: Forelle, Sara <SFORELLE@broward.org>
Sent: Wednesday, November 15, 2023 2:33 PM
To: Karen Friedman <Friedmank@browardmpo.org>; Tornese, Richard <RTORNESE@broward.org>
Cc: Andrew Riddle <riddlea@browardmpo.org>; Christopher Restrepo <restrepoc@browardmpo.org>
Subject: RE: Attend Complete Streets Team Mtg / SE 17 St Mobility Hub Project

Great, thanks!

SARA L. FORELLE, AICP, SENIOR PLANNER
BROWARD CO. URBAN PLANNING DIVISION

1 North University Drive | Plantation, FL 33324
SFORELLE@broward.org | 954.357.9785
Broward.org/Planning
BPAC@broward.org
[Bicycle-Pedestrian Advisory Committee \(BPAC\)](#)
[Broward County Complete Streets Team \(CST\)](#)

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Wednesday, November 15, 2023 2:32 PM
To: Forelle, Sara <SFORELLE@broward.org>; Tornese, Richard <RTORNESE@broward.org>
Cc: Andrew Riddle <riddlea@browardmpo.org>; Christopher Restrepo <restrepoc@browardmpo.org>
Subject: RE: Attend Complete Streets Team Mtg / SE 17 St Mobility Hub Project

Sara,

Thank you. The presenter is Christopher Restrepo from Broward MPO.

Karen Friedman, AICP
 Senior Transportation Planner



From: Forelle, Sara <SFORELLE@broward.org>
Sent: Wednesday, November 15, 2023 2:12 PM
To: Karen Friedman <Friedmank@browardmpo.org>; Richard Tornese <rtornese@broward.org>
Cc: Andrew Riddle <riddlea@browardmpo.org>; Christopher Restrepo <restrepoc@browardmpo.org>
Subject: RE: Attend Complete Streets Team Mtg / SE 17 St Mobility Hub Project

Hi, Karen,

Yes, you can present on Jan. 17. We already have 2 presentations, so as always, time is limited. Please provide the name of the presenter(s) so I can add to the draft agenda. Thank you, Sara

SARA L. FORELLE, AICP, SENIOR PLANNER
BROWARD CO. URBAN PLANNING DIVISION
 1 North University Drive | Plantation, FL 33324
SFORELLE@broward.org | 954.357.9785
Broward.org/Planning
BPAC@broward.org
[Bicycle-Pedestrian Advisory Committee \(BPAC\)](#)
[Broward County Complete Streets Team \(CST\)](#)

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Wednesday, November 15, 2023 12:18 PM
To: Tornese, Richard <RTORNESE@broward.org>; Forelle, Sara <SFORELLE@broward.org>
Cc: Andrew Riddle <riddlea@browardmpo.org>; Christopher Restrepo <restrepoc@browardmpo.org>
Subject: Attend Complete Streets Team Mtg / SE 17 St Mobility Hub Project

Sara – Good afternoon.

The Broward MPO is developing a mobility project for SW / SE 17 St from SW 9 Av to US1.

- It is referred to as the **17th St Mobility Hub** project.
- Here is the project website: <https://www.browardmpo.org/project-development/17th-street>

Richard Tornese suggested we present this project to the Broward County Complete Streets team.

Can we present the **17th St Mobility Hub** project at the January 17, 2024 meeting?

If yes, the presentation will be made by the BMPO Project Manager, Christopher Restrepo. He is cc'd on this email.

Sincerely,

Karen Friedman, AICP
 Senior Transportation Planner



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 100 West Cypress Creek Road,
 6th Floor, Suite 650
 Fort Lauderdale, FL 33309-2181
 (954) 876-0039 Office
 Florida Relay Service 711
FriedmanK@BrowardMPO.org

For more information on activities and projects of the Broward MPO, please visit: BrowardMPO.org and while you're there, follow us on Social Media.

To subscribe to our e-Blasts, [click here](#).

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Section C

FDOT Coordination

Subject: Needs Assessment Mtg with FDOT / Wilton Manors Transportation Plan
Location: Microsoft Teams Meeting

Start: Mon 7/24/2023 10:00 AM
End: Mon 7/24/2023 11:30 AM

Recurrence: (none)

Meeting Status: Meeting organizer

Organizer: Karen Friedman
Required Attendees: Karen Friedman; Andrew Riddle; Jessica Josselyn; 'Pamela Landi'; Todd DeJesus (DND); Kehres, Katherine; kent.walia@dot.state.fl.us; Christine Fasiska; Yujing.xie@dot.state.fl.us; stephanie.quintana@dot.state.fl.us; Jacqueline Barszewski
Optional Attendees: Maria Jaimes; Chris Romano; Karen Warfel; Adam Burghdoff

Categories: WM Mtg / TEAMS

This is the Needs Assessment meeting with **FDOT** for the Wilton Manors Transportation Plan.

Broward MPO is providing technical assistance to the City of Wilton Manors for the development of a multimodal Transportation Plan.

The Transportation Plan will focus on six roadways, some of which are fully or partially owned by FDOT.

The FDOT-owned roadways are:

- Powerline Rd
- N. Dixie Highway - from 5-Points to northern city limits
- Wilton Dr - Intersection at NE 21st Ct
- Wilton Dr - from NE 6 Av to NE 7 Av

At this meeting we will present the needs assessment, discussing upcoming projects by FDOT, etc...

The presentation will be sent in advance. **TEAMS information is below.**

Sincerely,

Karen Friedman, AICP
 Senior Transportation Planner



Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 263 232 960 654

Passcode: J4VP2h

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Transportation Master Plan

Existing Conditions & Issues



July 24, 2023 | Meeting with FDOT

BrowardMPO.org

Agenda

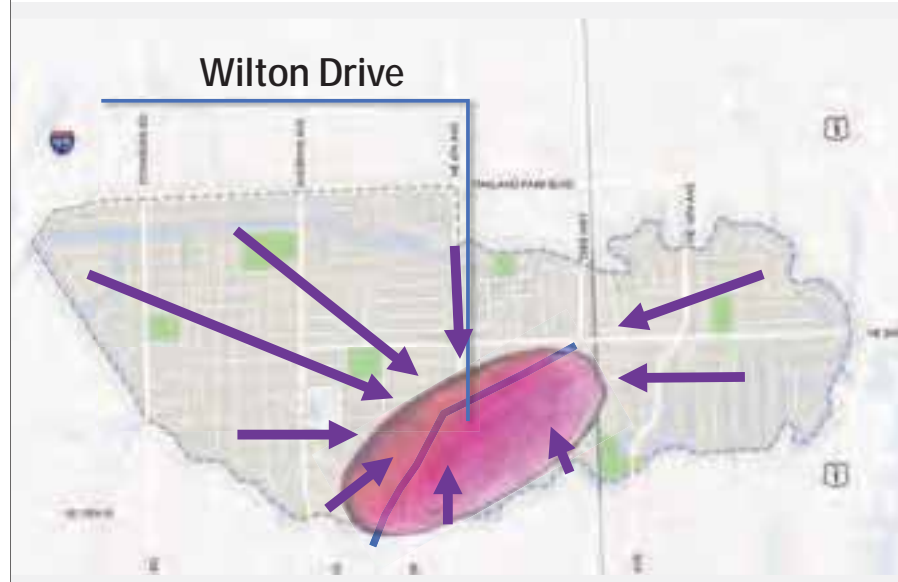
1. Introduction (15 minutes)
 - Project Schedule
 - Plan Vision
 - High-Level Citywide Assessment
 - Plan Study Area (aka Key Corridors)
- FDOT Roadway Assessment**
2. Powerline Rd (10 minutes)
 - Corridor
 - Focus Locations
3. Dixie Hwy (10 minutes)
 - Corridor
 - Focus Locations
4. Wilton Dr (2 segments) (10 minutes)
5. Discuss FDOT's Projects
6. Next Steps
7. Q&A



- Meeting Goal:**
- ✓ Collaborate with facility owner
 - ✓ Present Needs Assessment
 - ✓ Confirm FDOT's Planned Improvements
 - ✓ Discuss project schedule and next steps



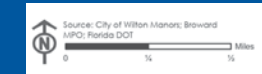
Plan Vision



- Wilton Dr is a major local and regional destination
- Some roadways make it difficult to traverse the City and *in particular* walk or bike to Wilton Dr
- Existing intersections are not comfortable for people walking and biking
- Existing walking and biking networks are not comfortable for some users
- The transportation network has resulted in a disjointed, disconnected city.

The City of Wilton Manors TRANSPORTATION MASTER PLAN

The Vision of the City of Wilton Manors Transportation Master Plan is to develop multimodal facilities that create a cohesive community and address the diverse needs of residents, visitors, and business owners. The Plan's recommended improvements are intended to improve safety, walkability, quality of life, and economic development through the provision of safe, comfortable, and convenient walking and biking networks. Specific consideration is given to facilities needed for both daytime and nighttime usage. By identifying specific transportation projects, the plan is intended to assist the City in prioritizing effective transportation investments in the short, mid, and long term.



Level of Traffic Stress



Number of Lanes



AAADT



Posted Speed Limits



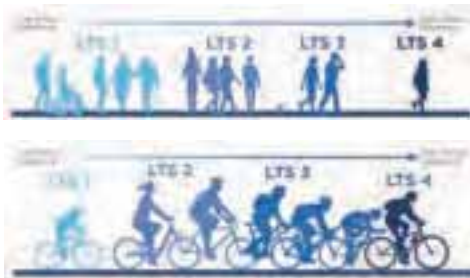
Sidewalk & Ped Facilities



Traffic Calming



Bikeways

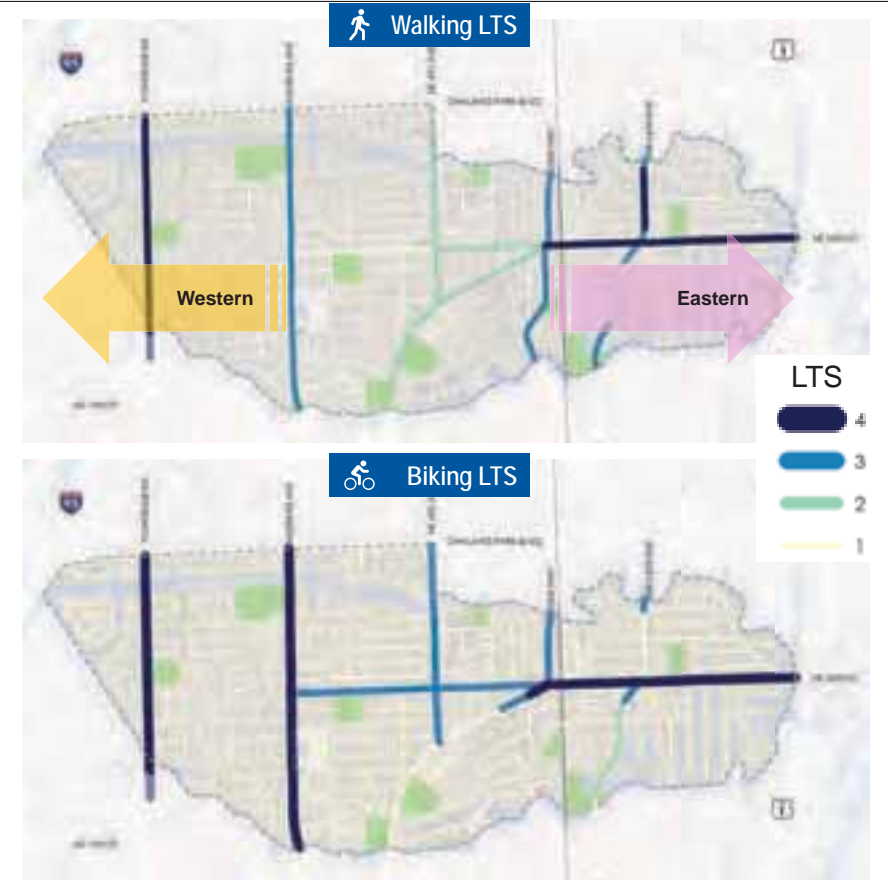


Streets with a score of LTS 3 or LTS 4 act as barriers to walking and biking

Level of Traffic Stress



Streets with a score of LTS 3 or LTS 4 act as barriers to walking and biking



Street Safety

Crashes, 2018 to 2022



Ped / Bike Crashes, 2018 to 2022



Behaviors & Intermittent Conditions

Cars not yielding to pedestrians



Wilton Dr @ NE 6 Av

Crowded Sidewalks



Wilton Dr @ NE 7 Av

Jaywalking



N Dixie Highway

Sidewalk Obstructions



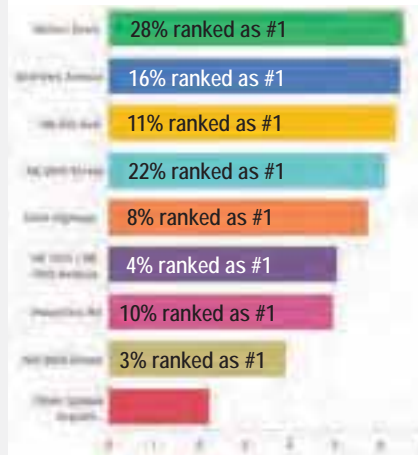
Powerline Rd

Community Feedback: Survey Monkey

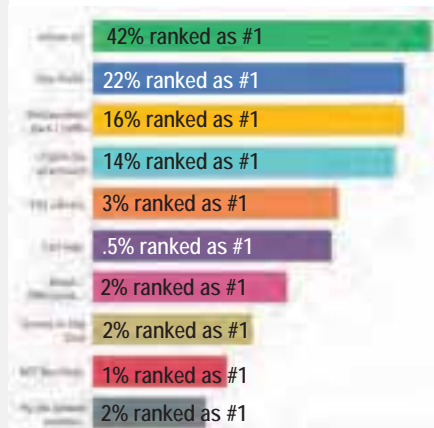
Survey Monkey:

- From 2/13/2023 to 5/15/2023
- 5 Questions, plus zip codes, general comments
 - 478 Responses
 - 38% from 33305, 33% from 33334, 23% from 33311
- 204 General Comments

Q5 Please rank in order the streets you would like to have better walkability



Q6 Rank in order the locations in Wilton Manors you would like to be able to walk or bike to.



Q2: Please rank in order your biggest concerns about transportation in Wilton Manors



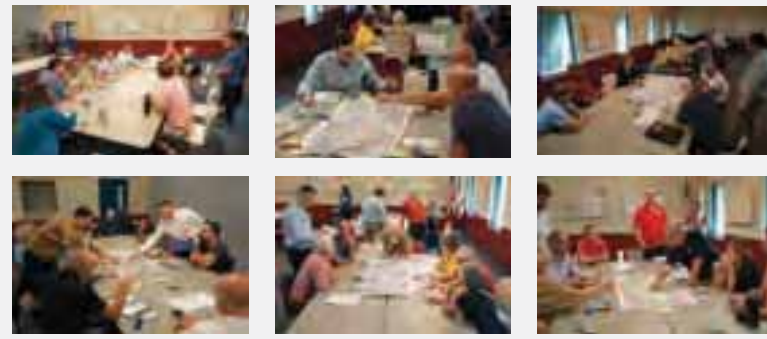
Survey Monkey: Q7 General Comments Summary

NW / NE 21 Ct <ul style="list-style-type: none"> • 18 comments • Intersections mentioned: Andrews Ave, NW 25th St, Wilton Drive, NW 5th Ave • Most common topics: Signal issues, sidewalk gaps • Overall summary: Should be a priority roadway. There are a lot of sidewalk gaps. 	Wilton Drive <ul style="list-style-type: none"> • 18 comments • List of intersections mentioned: NE 7th Ave, 5 Points • Most common topics: Lack of shade, sidewalk gaps, pedestrian safety • Overall summary: More crosswalks and shade trees are needed. Cars are speeding. 	NE 26 Street <ul style="list-style-type: none"> • 18 comments • List of intersections mentioned: by Wilton Station, 5 Points, Federal Highway, NE 14th Ave • Most common topics: Speeding cars, lack of crosswalks, pedestrian safety issues • Overall summary: More crosswalks and sidewalks are needed 	5-Points <ul style="list-style-type: none"> • 8 comments • Most common topics: 5 points feels unsafe/difficult to cross • Overall summary: 5 Points intersection is hard to cross. There are signal timing issues. A pedestrian elevated walkway should be installed at 5 Points.
Powerline Rd <ul style="list-style-type: none"> • 6 comments • List of intersections mentioned: NW 29th St, Mickel Park entrance • Most common topics: Speeding, issues with bike lane placement • Overall summary: Cars are driving too fast on Powerline Road. No one is using the new bike lanes. 	Dixie Highway <ul style="list-style-type: none"> • 6 comments • List of intersections mentioned: NE 26th St, Oakland Park Blvd • Overall summary: Need better connectivity to the city Oakland Park. Bike facilities are needed on Dixie Hwy 	NE 6 Avenue <ul style="list-style-type: none"> • 5 comments • List of intersections mentioned: Oakland Park Blvd • Most common topics: Bike facilities are lacking, pedestrian issues (lighting, sidewalks) • Overall summary: Need better bike facilities. More lighting should be installed. The sidewalks need to be wider. 	Westside <ul style="list-style-type: none"> • 7 comments • List of intersections mentioned: NW/NE 21st Ct (Andrews to Wilton Dr), NW 20th St and Andrews, NW 21st Ct and NW 5th Ave • Most common topics: Lack of sidewalks, speeding cars on Powerline Rd, lack of crosswalks in the area. • Overall summary: There needs to be better connectivity from the Westside to Wilton Drive. Pedestrian safety is a big concern. There are many sidewalk gaps and a lack of safe crossing locations.
Misc. Locations <ul style="list-style-type: none"> • 20 comments • List of intersections mentioned: NE 5th Ave between the library and the liquor store, NE 24th St at the FEC tracks, NE 20th St, (from Wilton Drive to Wilton Tower), NE 9th Ave (Wilton Dr to NE 26th St), NE 5th Ave needs speed bumps ASAP between NE 26th St and NE 21st Ct. • Most common topics: Traffic calming, speeding, Connectivity • Overall summary: Vehicles are speeding on Powerline Road, NE 1st Avenue, NE 5th Avenue. There are several sidewalk gaps and connectivity to Wilton Drive should be a priority. 		General (No Locations) <ul style="list-style-type: none"> • 102 comments • Summary about sidewalks: Sidewalk gaps should be filled in. There is a concern for pedestrian safety. • Summary about biking: Biking needs to be safer in the City. More bike racks are needed. • Summary about Speeding: More police enforcement is needed to address speeding. Traffic calming is needed in some areas. • Summary about Circuit: It is a great addition to the City. The boundaries should be expanded. • Other: More transit options are needed. 	

Community Feedback: Community Meetings

Community Meetings:

- 11 Attendees at 4/19/2023 Afternoon Meeting
- 19 Attendees at 4/24/2023 Evening Meeting



Community Meetings: Comments Summary

Andrews Avenue <ul style="list-style-type: none"> • 43 comments • List of intersections: NE 24th St, NE 26th St, NW 20th St, NW 21st Ct, NW 25th St, NW 29th St • Most common topics: Priority, pedestrian/crosswalk, intersection safety • Overall summary: Andrews Ave should be a priority roadway. There are lack of crosswalks and intersection safety concerns for pedestrians. 	NE 26 Street <ul style="list-style-type: none"> • 35 comments • List of intersections: 5 Points (east, Andrews Ave, NE 6th Ave, NE 8th Ave • Most common topics: Priority, Shade, Pedestrian • Overall summary: A lot of pedestrian safety concerns and crosswalk needs. NE 26th St is lacking shade and should be a priority roadway 	General Comments <ul style="list-style-type: none"> • 41 comments • Most common topics: Bike facilities; Routes • Overall summary: More off-street bike improvements are needed, additional bike racks are needed, cut through traffic is an ongoing
Powerline Rd <ul style="list-style-type: none"> • 22 comments • List of intersections: NW 25th Ct, NW 29th St, NW 9th Terr • Most common topics: Pedestrian, Crosswalk • Overall summary: There should be better connectivity to Mickel Park. There are a lot of pedestrian safety/crosswalk needs. 	Wilton Drive <ul style="list-style-type: none"> • 18 comments • List of intersections: City Hall, Belle Isle to 5 points, NE 20th St, NW 7th Ave • Most common topics: Pedestrian, Crosswalk, Signals • Overall summary: There is a lot of jaywalking, due to crosswalk placement. Signals take too long. 	
Dixie Highway <ul style="list-style-type: none"> • 15 comments • List of intersections: 5 points, NE 24th St, NE 26th St • Most common topics: Safety, Pedestrian • Overall summary: There are several safety comments. There are crosswalk needs and pedestrian safety issues. 	Misc. Locations <ul style="list-style-type: none"> • 16 comments • Locations: NE 15 Av; NE 21 Ct; NE 6 Av; NW 29 St • Overall summary: There are a lot of sidewalk gaps/needs. Due to vehicles speeding, there are bike/ped safety concerns 	

Roadways acting as Barriers.....



- It is not comfortable to traverse along “barrier” roadways
- In order to travel to Wilton Dr residents will need to either travel along or cross the barrier roadways
- There are few signalized crossing opportunities along these roadways.
- With few signalized crossings (as well as off-set intersections) residents must travel along barrier roadways

Plan Study Area



Wilton Manors Transportation Plan: FDOT-Owned Roadways



Roadway Assessments

1. Plan Study Area Considerations
2. 5-year Crash Trends (2018 – 2022)
3. Corridor Conditions / Observations
4. Focus Location Assessments
5. Roadway Summary



Powerline Rd: Plan Study Area Assessment

- Highest Injury Network (OPB to NW 30 St) / High Injury Network (OP Blvd to NW 29 St, NW 9 Te to southern City Boundary)
- Transit: BCT Route 14 (downtown Ft Laud)
- Adjacent to: City Parks: Mickel Park (Ped-Only entrance faces Powerline Rd) and Snook Creek Park = Equity Area: Neighborhoods west of Powerline have equity score of 3 = High • School Crossing at NW 29 St
- Prior Studies:
 - Oakland Park Blvd Transit Corridor Study (2014) improvements to intersection at Powerline Rd, plus Tier II Bike Lane Projects from OP Blvd to NW 29 St
 - Westside Neighborhood Traffic Calming Study (2022) ▪ FDOT RSA – Powerline Rd from Sunrise Blvd to OP Blvd (2021)
- Upcoming Projects:
 - PREMO - BRT on Powerline Rd (Projected Opening 2033); BRT on OP Blvd (Projected Opening EOY 2028)
- City submittal for Broward MTP 2050 Call For Projects: Add traffic calming measures on Powerline Rd

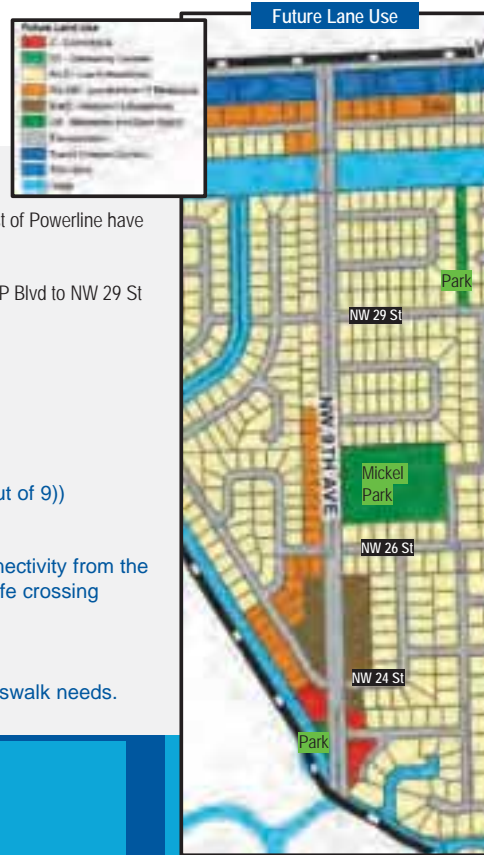
Community Feedback:

SurveyMonkey

- 10% of respondents ranked Powerline Rd as #1 roadway for walkability improvements (overall ranking was 7 (out of 9))
- General comments: NW 29 St, Mickel park entrance, speeding, and concerns with bike lane placement
- Westside comments: Speeding cars on Powerline Rd, lack of crosswalks
- Overall summary: Cars are driving too fast. No one is using the new bike lanes. There needs to be better connectivity from the Westside to Wilton Drive. Pedestrian safety is a big concern. There are many sidewalk gaps and a lack of safe crossing locations.

Community Meetings:

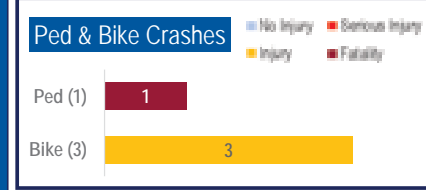
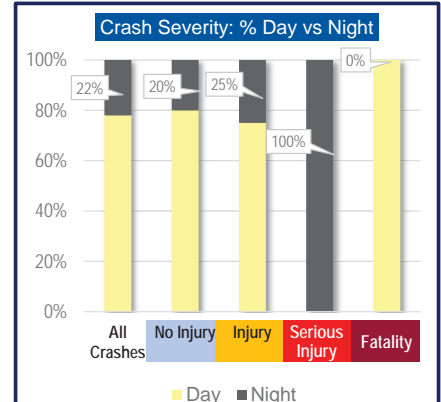
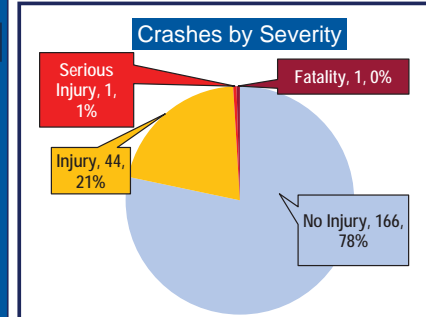
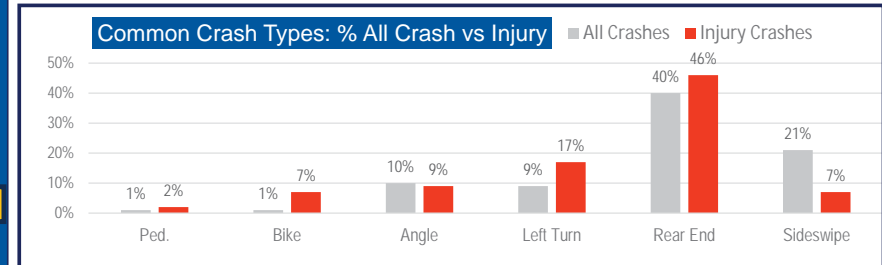
- Most common topics: NW 25 Ct, NW 29 St, NW 9 Te, Pedestrian facilities; Crosswalks
- Overall summary: There should be better connectivity to Mickel Park. There are a lot of pedestrian safety/crosswalk needs.



Powerline Rd: Crash Trends



2018 to 2022: 212 Total Crashes



26% of Crashes at Night result in **Injuries**

Major Concerns:

- ✓ Access to Mickel Park from west side of Powerline Rd
- ✓ Address existing Crash Trends
- ✓ Improve Bike Facilities
- ✓ Improve comfort of E/W crossings

Powerline Rd: Conditions & Observations

Observations:

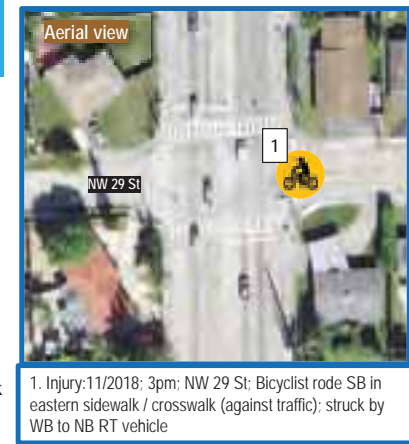
- **Bike Lanes**
 - Unprotected bike lanes
 - Many bicyclists observed riding on sidewalks; some against traffic
- **Sidewalks:**
 - Continuous curb and gutter sidewalks on both sides of roadway
 - Numerous obstructions; utility poles, signage poles, and street lighting poles
 - Residential garbage cans placed on sidewalk
- **Crosswalks:**
 - Crosswalks over side streets at unsignalized intersections
 - Crosswalks over all intersection legs at NW 29 St, with Special emphasis pavement markings and LPI
 - Mid-block crosswalk, with RRFB, located between NW 26 St and NW 24 St
- **BCT stops** with signs only
- K-12 students, crossing at NW 29 St (school crossing guard)
- Jaywalking observed, esp south of NW 29 St
- Pedestrian entrance to Mickel Park
- Frequent signage for :Drive Like your Kids Live Here" and "Speed Monitored Area"
- Pavement markings for 35 MPH
- Back-out parking for several multi-family properties on west side of roadway between NW 28 St and NW 9 Te
- Pedestrian scale lighting throughout entire corridor



Focus Location #1: @ NW 29 St

Field Audit Observations:

- **Bike Lanes**
 - Unprotected bike lanes begin / end at the south end of intersection
 - Bicyclists observed riding on sidewalks and in bike lanes; some against traffic
 - NB drivers observed driving through east bike lane (either to turn right or drive thru intersection)
- **Crosswalks:**
 - Special Emphasis pavement markings on all crosswalks
 - School Crossing Guard on southern crosswalk during morning and afternoon
 - LPI on southern crosswalk
 - Pedestrians observed waiting to cross at the southern crosswalk
- **Sidewalks:**
 - On all corners / ROW
- **K-12 students**
 - School Crossing Guard at south crosswalk during morning and afternoon
 - K-12 students observed
 - Ped scale lighting at SE and NE corners
 - Some Jaywalking observed



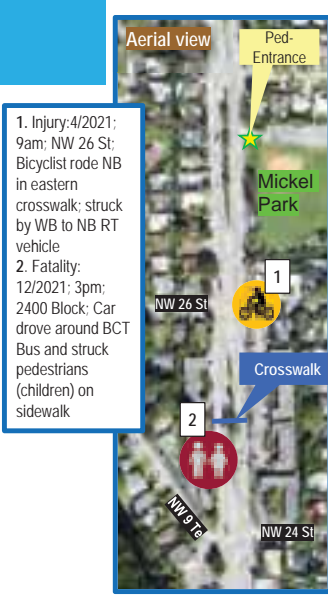
56	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)
16	Injury Crashes, including 1 serious injury (29% of all crashes)
5 Injury Crashes as a result of NB Rear End crashes	5 Injury Crashes as a result of LT crashes (3 WB/SB & 2 SB/EB)
4 Injury Crashes occurred at night (incl 1 Serious Injury)	



Focus Location #2: @ Mickel Park area

Field Audit Observations:

- Bike Lanes**
 - Unprotected bike lanes
 - Bicyclists observed riding on sidewalks and in bike lanes; some against traffic
- Crosswalks:**
 - Marked crosswalks over all side streets
 - Mid-block crosswalk, with RRFB, located between NW 26 St and NW 24 St
 - Observed pedestrians use crosswalk, but not with activating the RRFB, instead waiting for break in traffic
- Sidewalks:**
 - Widened on east ROW
 - Obstructed by utility poles, signage poles, light poles, residential garbage cans, and back-out parking
 - In west ROW, starting at the 2700 block (just south of Mickel Park Ped-Entrance), all residential properties have back-out parking. In areas of back-out parking the sidewalk is sloped.
- K-12 students**
 - K-12 students observed walking along roadway and waiting at BCT Stop near Mickel Park's Ped-Only Entrance
 - Pedestrian scale lighting along eastern ROW of corridor
 - Jaywalking observed near NW 26 St
 - NW 9 Te is a SB / EB one-way roadway.
 - LT from NW 26 St is not permitted (restrictive median)
 - Observed WB to SB LT from NW 26 St
 - Observed frequent U-turn movements



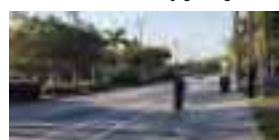
1. Injury: 4/2021: 9am: NW 26 St: Bicyclist rode NB in eastern crosswalk: struck by WB to NB RT vehicle

2. Fatality: 12/2021: 3pm: 2400 Block: Car drove around BCT Bus and struck pedestrians (children) on sidewalk

E-Scooter rider in east bike lane; Sidewalk obstructed by poles



Bike riding in west bike lane; West sidewalk obstructed by garbage cans



E-Scooter riding against traffic in west sidewalk / crosswalk



One-way / No RT signage for NW 9 Te; Car making NB to SB U-Turn



40	Crashes from 2018 to 2022
14	Injury Crashes, including 1 fatal crash (35% of all crashes)
3 Injury Crashes	as a result of illegal WB to SB LT from NW 26 St
5 Injury Crashes	as a result of SB Rear End collisions
4 Injury Crashes	occurred at night

New traffic calming signage



View of roadway from Mickel Park Ped-Only entrance



Ped using mid-block crosswalk without activating RRFB



Sloped sidewalk abutting back-out parking; vehicle parked in bike lanes



Jaywalking south of NW 26 St

Powerline Rd: Summary of Issues

- Speeding vehicles
- Unprotected bicycle facilities
- Vehicles parking in bicycle facilities
- No bicycle facilities at signalized intersection
- (West ROW) Narrow sidewalks, with steep slope and obstructions
- Long block length to cross to other side of street
- Access Management issues (conflict points, prohibited turn movements)
- BCT Stops are missing pedestrian amenities and are not ADA compliant
- Long crossing distance at crosswalks
- Jaywalking
- Pedestrian / Vehicle conflicts at crosswalks
- No wayfinding signage

FDOT Context Classification Guide



Major Concerns:

- ✓ Access to Mickel Park from west side of Powerline Rd
- ✓ Address existing Crash Trends
- ✓ Improve Bike Facilities
- ✓ Improve comfort of E/W crossings

BrowardMPO.org

Dixie Hwy: Plan Study Area Assessment

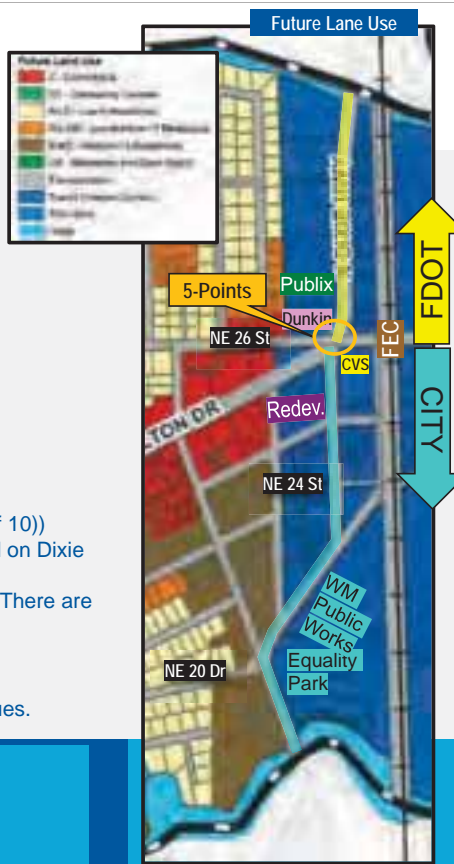
- Highest Injury Network (5-Points to northern City Boundary) / High Injury Network (NE 25 St to northern City Boundary)
- Transit: BCT Route 50 (downtown Ft Laud) (north of 5-points)
- Adjacent to: Wilton Dr = Publix & CVS = Busy Bees Day Care = Equality Park + Senior Citizen Affordable Housing =
- Prior Studies: TOD Master Plan (2018) = Broward MPO 2022 Bicycle and Pedestrian Count (Dixie and NE 24 St) = First, Last Mile (ongoing)
- Upcoming Projects:
 - BCT PREMO - BRT on OP Blvd (Projected Opening EOY 2028)
 - Broward Commuter Rail station
- City submittal for Broward MTP 2050 Call For Projects: Bridge over South Fork of Middle River (replace bridge, all lighting)
- Redevelopment opportunity: TOC = Funeral home parcel

Community Feedback: SurveyMonkey

- 8% of respondents ranked Dixie Hwy as #1 roadway for walkability improvements (overall rank was 5 (out of 9))
 - 42% of respondents ranked "Wilton Dr" as #1 destination to walk or bike to (overall rank was #1)
 - 14% of respondents ranked Publix or pharmacy as #1 destination to walk or bike to (overall rank was 4 (out of 10))
- General comments for Dixie Hwy: Need better connectivity to the city Oakland Park. Bike facilities are needed on Dixie Hwy
- General Comments for 5-Points: 5 points feels unsafe/difficult to cross; 5 Points intersection is hard to cross. There are signal timing issues. A pedestrian elevated walkway should be installed at 5 Points.

Community Meetings:

- List of intersections: 5 points, NE 24th St, NE 26th St
- Overall summary: There are several safety comments. There are crosswalk needs and pedestrian safety issues.

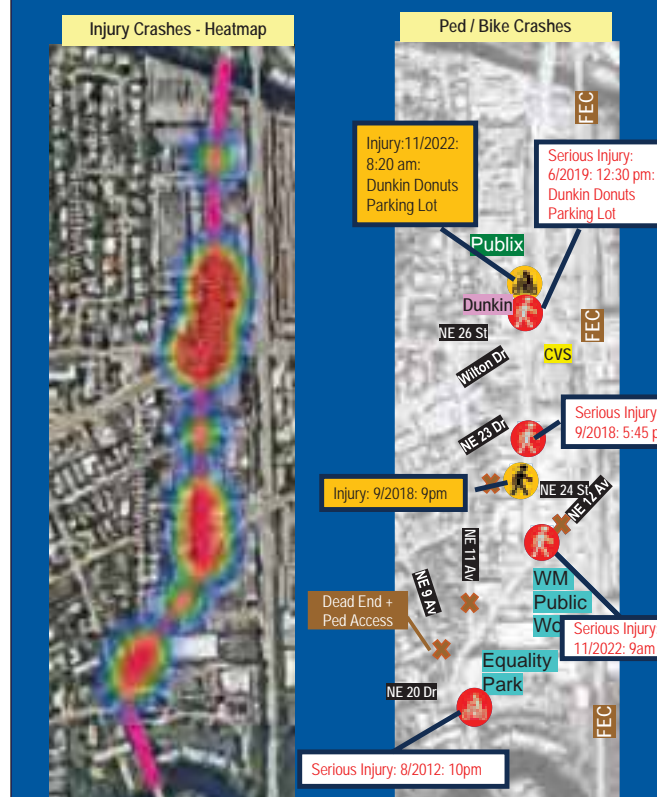


Major Concerns:

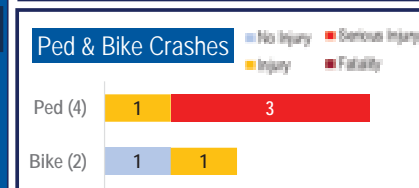
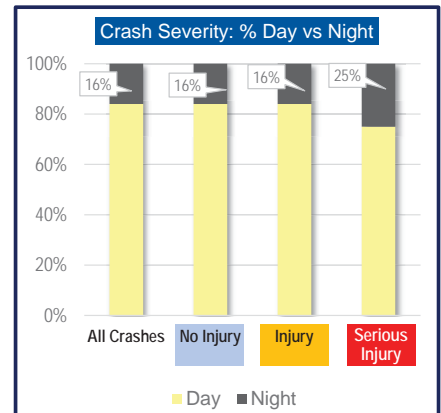
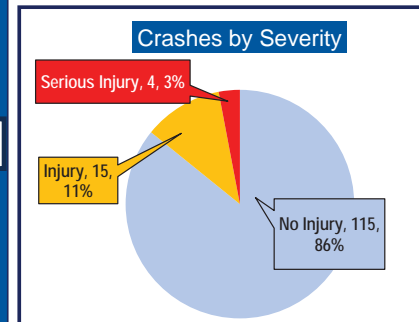
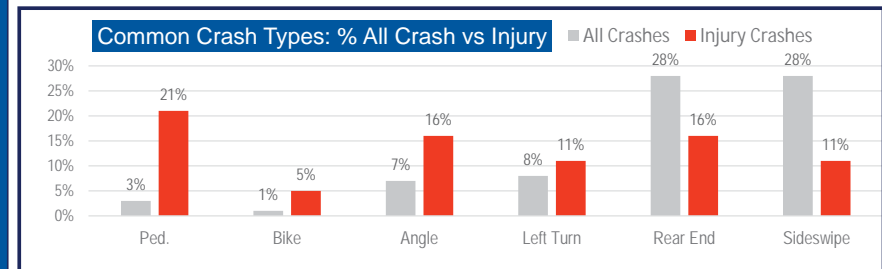
- ✓ Multimodal improvements in anticipation of future redevelopment
- ✓ Significantly improve ped-crossing at 5-Points
- ✓ Mitigate Back-out parking
- ✓ Address Existing Crash Trends



Dixie Highway: Crash Trends



2018 to 2022: 134 Total Crashes



14% of Crashes at Night result in Injuries

Dixie Hwy: Conditions & Observations

Observations:

- Bike Lanes**
 - South of 5-Points - Bike lane from S. Middle River Bridge to NW 23 Dr
 - North of 5-Points – shared roadway markings in western ROW
 - Many bicyclists riding on sidewalks, including against traffic
- Sidewalks:**
 - South of 5-Points – No eastern sidewalk from 2300 to 2200 Block; No western sidewalk from 2400 Block to 2110 Block
 - North of 5-Points – No eastern sidewalk
 - Pedestrians observed walking in bike lane or in parking lots
- Crosswalks:**
 - Mid-block crosswalks at NE 20 Dr and NE 24 St; both have textured pavement; NE 24 St has RRFB
 - Crosswalks at 5-Points with Textured pavement
- BCT stops North of 5-Points**
 - East ROW – Signs only; West ROW - Bench
- K-12 students observed at 5-Points: Busy Bees Day Care approx. 750 ft south-west of intersection
- Many pedestrians walking dogs, esp at & south of 5-points
- Jaywalking observed both south and north of 5-points
- City-owned parking lot on west side of NE 24 St; Ped entrance on west end
- Dead Ends allowing ped-access only to NE 9 Av, NE 11 Av, NE 24 St, NE 12 Av
- Back-out parking throughout entire corridor
- Pedestrian scale lighting at & south of 5-points



Focus Location #1: @ North of 5-Points

Field Audit Observations:

- Bike Lanes**
 - Unprotected bike lanes along west row
 - No bike lanes in east ROW / Bicyclists are to share the road. Pavement markings in right thru lane.
 - Bicyclists observed riding on sidewalks, in bike lanes, and in roadway, including riding against traffic.
- Crosswalks:**
 - No crosswalks over Dixie Hwy in multiblock area
 - No marked crosswalks over driveway entrances or entrances to business alleys
- Sidewalks:**
 - Continuous curb and gutter sidewalks on west ROW
 - Sidewalks are recessed at stormwater drains
 - No sidewalk in east ROW
 - Pedestrians observed walking in parking lots and roadway in east ROW
 - Back-out parking along entire eastern ROW
 - Observed vehicles backing out and making WB to SB LT
 - No ped-scale lighting
 - Street lighting only in eastern ROW
 - Jaywalking observed to / from southern and northern Publix Parking lot entry points
 - BCT Stops in eastern ROW are located in parking lots



60	Crashes from 2018 to 2022
6	Injury Crashes, including 1 serious injury (10% of all crashes)
2	Injury Crashes as a result of NB to WB LT into Publix parking lot (2633)
2	Injury Crashes as a result of Rear End (incl waiting to make NB to WB LT into Publix parking lot)

Focus Location #2: @ 5-Points

Field Audit Observations:

- Bike Lanes:**
 - Bike Lane ends at west side of 5-Points
 - Almost all bicyclists observed riding on sidewalk; including against traffic
 - EB to NB bicyclists cut-through Dunkin-Donuts or Publix parking lot to go NB on Dixie Hwy
- Crosswalks:**
 - All crosswalks have special treatment / stamped concrete
 - In SW corner, crosswalk includes raised porkchop median
- Sidewalks:**
 - Sidewalk obstructions (in NW and SE corners)
 - No sidewalk in eastern ROW north of intersection
 - Dry Clean building wall abuts sidewalk in NE corner
 - Right-turn slip lane with raised porkchop island in for EB to SB RT from Wilton Dr to Dixie Hwy, Pedestrians observed walking dogs
- K-12 Students:**
 - Young children crossing at intersection (KIDS and Busy Bees daycare less than 1,000 ft from intersection)
 - Frequent jaywalking observed just west of 5-Points, to access Publix parking lot
 - Jaywalking observed east of 5-Points at CVS entrance

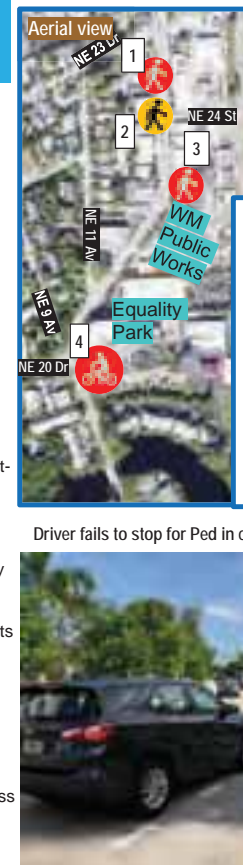


68	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)
6	Injury Crashes including 1 Serious Injury (8% of all crashes)
2	Injury Crashes involved a BCT Bus (EB from Wilton Dr to NB Dixie Hwy)
1	Injury Crash was from an EB to SB RT from NE 26 St to Dixie Hwy

Focus Location #3: City-owned @ South of 5-Points

Field Audit Observations:

- Bike Lanes**
 - Unprotected bike lanes along both east and west ROW
 - Bicyclists observed riding on sidewalks, in bike lanes, and in roadway, including riding against traffic.
- Crosswalks:**
 - Mid-block crosswalks at NE 20 Dr and NE 24 St; both have textured pavement and RRFB
 - NE 20 Dr: Raised crosswalks over Dixie, RRFB only on one side of roadway; Observed cars not stop for ped in 20 Dr crosswalk
 - No marked crosswalks over side streets
- Sidewalks:**
 - No sidewalk in east ROW from 2300 to 2200 Block
 - No sidewalk in west ROW from 2200 to 2110 Block;
 - Sidewalk between 2400 block and 2200 Block is at-grade and abutting back-out parking
 - Bridge over South Middle River has sidewalk only in western ROW (sidewalk is very narrow)
 - Observed ped's jaywalking across bridge, riding bike in west sidewalk, and walking in east roadway
 - Back-out parking located in areas of missing sidewalks
 - Observed ped's walking in bike lanes and parking lots
 - Numerous sidewalk obstructions: utility poles & overgrown landscaping
 - Street lighting only in eastern ROW
 - Intermittent ped-scale lighting (none in areas missing sidewalks) / some lights facing away from sidewalks
 - NE 9 Av and NE 11 Av are Ped-Access Only: allowing mor direct route to Wilton Dr
 - City-owned parking lot at NE 24 St has Ped-only access on west side, allowing short-cut to Wilton Dr
 - Observed pedestrians walking with grocery bags, walking dogs, and exercising



36	Crashes from 2018 to 2022
11	Injury Crashes, including 2 serious injury (31% of all crashes)
2	Serious Injury Crashes involved Pedestrians
2	Injury Crashes as a result of On-Street Parking
3	Injury Crashes occurred at Night

Dixie Hwy: Summary of Issues

FDOT-owned roadway issues:

- Speeding vehicles
- Jaywalking
- No bicycle facilities
- No sidewalks in eastern ROW
- Long block length to cross to other side of street
- Access Management issues (frequent turn movements, back-in parking, and conflict points)
- BCT Stops are missing pedestrian amenities and are not ADA compliant
- Long crossing distance at crosswalks
- Pedestrian / Vehicle conflicts at crosswalks
- Pedestrian / Vehicle conflicts at large driveway entrances
- Limited street lighting

City-owned roadway issues:

- Speeding vehicles
- Posted roadway speed inconsistent with land-use
- Jaywalking
- Roadway curvature
- Sidewalk gaps
- At-grade sidewalks
- Pedestrian / Vehicle conflicts at crosswalks
- Unmarked crosswalks over side streets
- Access management issues (back-in parking)
- No wayfinding



Major Concerns:

- ✓ Multimodal improvements in anticipation of future redevelopment
- ✓ Significantly improve ped-crossing at 5-Points
- ✓ Mitigate Back-out parking ✓ Address Existing Crash Trends

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Wilton Dr: Plan Study Area Assessment

- Two areas of Wilton Drive are included in the Plan Study Area:
 1. NE 21 Ct (as part of the NE 21 Ct / NE 20 Dr route)
 2. NE 6 Av to NE 7 Av (as part of the NE 24 St route)
- Highest Injury Network / High Injury Network Pedestrians
- Transit: BCT Route 50 (downtown Ft Laud)
- Adjacent to: City Hall = Hagen Park = Justin Flippen Pocket Park = Island City Cultural Center
- Prior Studies:
 - TOD Master Plan (2018) = Broward MPO 2022 Bicycle and Pedestrian Count (NE 6 Av) = First, Last Mile (ongoing)
 - Protected Intersection @ NE 20 St
- Upcoming Projects:
 - New mid-block crosswalk on west end of NE 8 Av including RRFB, median refuge, and internal illumination
 - Refurbished mid-block crosswalk at NE 11 Av, incl. RRFB and internal illumination
- City submittal for Broward MTP 2050 Call For Projects: NE 6 Av Roundabout
- Redevelopment opportunity: WILMA (NE 7 Av)

Community Feedback Survey Monkey

- 26% of respondents ranked Wilton Dr as #1 roadway for walkability improvements (overall rank was #1)
- 42% of respondents ranked "Wilton Dr" as #1 destination to walk or bike to (overall rank was #1)
- General comments for Wilton Dr: NE 7 Av, Lack of Shade, Sidewalks gaps, Pedestrian Safety, More crosswalks and shade trees are needed. Cars are speeding

Community Meetings:

- List of intersections: City Hall, Belle Isle to 5-Points, NE 20 St, NE 7 Av
- Overall summary: There is a lot of jaywalking, due to crosswalk placement. Signals take too long.

Major Concerns:

- ✓ Address Existing Crash Trends
- ✓ Reduce crossing distances ✓ Reduce Ped / vehicle conflicts

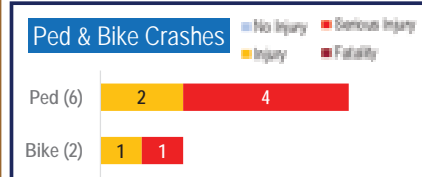
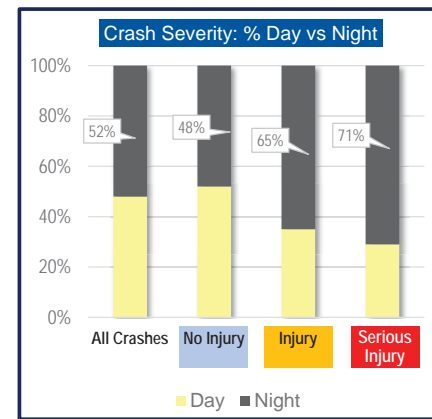
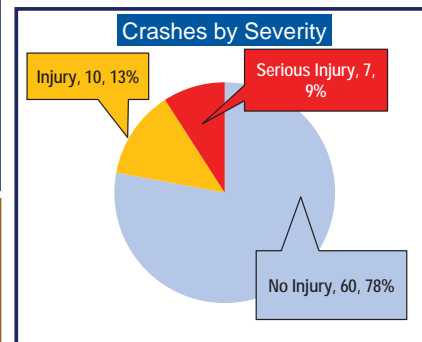
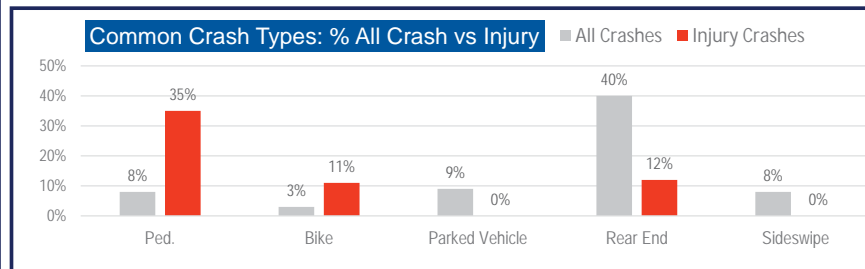
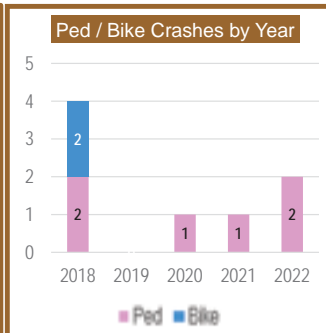
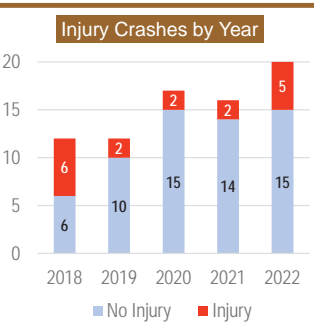
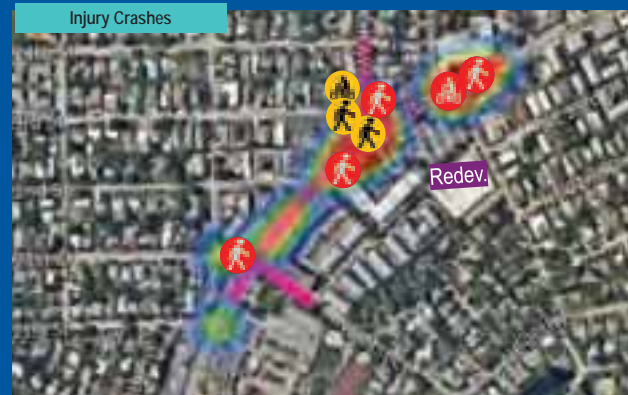
BMPO 2022 Ped Counts for NE 6 Av at Wilton Dr

Site 37 = NE 6 Av at Wilton Dr



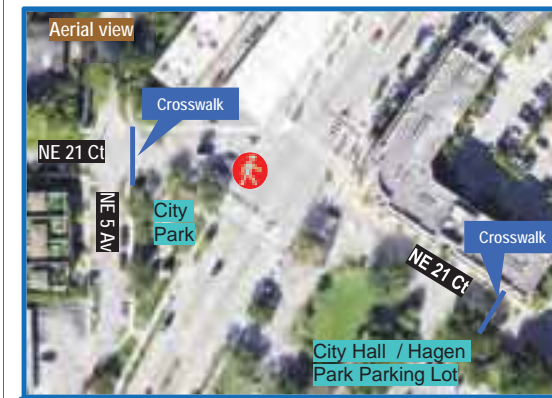
Wilton Dr – NE 21 Ct, NE 6 Av to NE 7 Av: Crash Trends

2018 to 2022: 77 Total Crashes

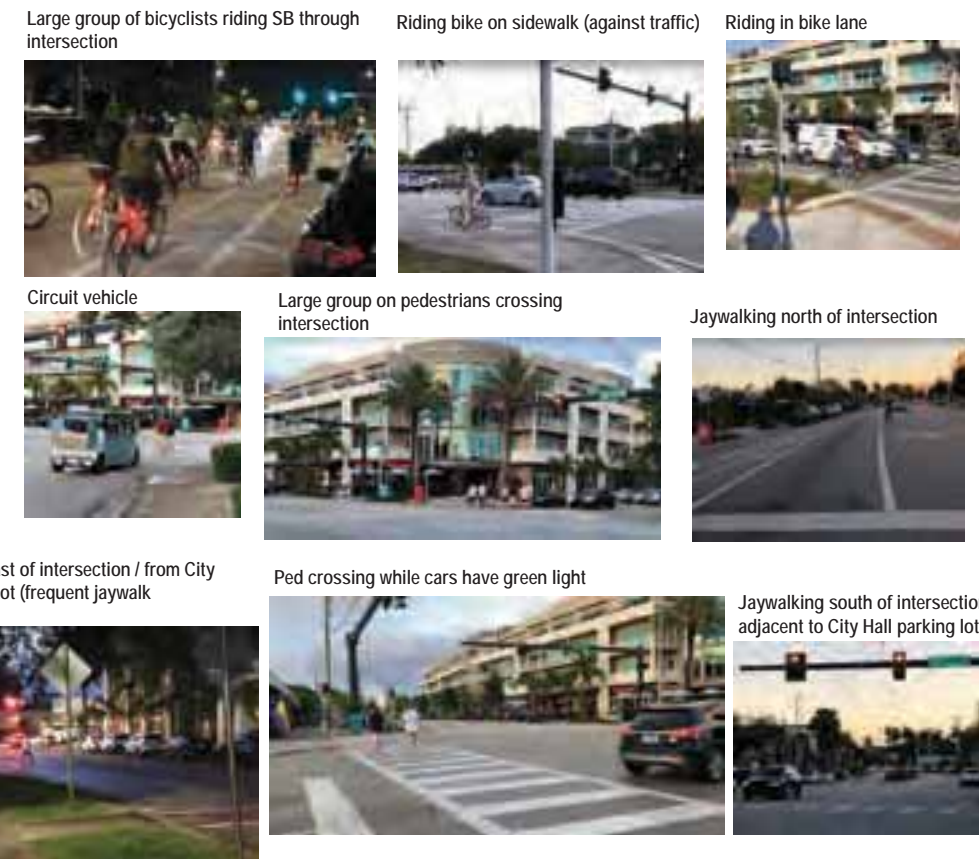


28% of Crashes at Night result in Injuries

Focus Location #1: @ NE 21 Ct



1. Serious Injury: 8/2022: 11:30 am: Ped walking in west crosswalk over NE 21 Ct: Hit by WB to SB RT car



**Focus Location #2:
@ NE 6 Av to NE 7 Av**



1. Serious Injury: 2/2022: 3 am: Ped jaywalking over Wilton Dr south of NE 6 Av
2. Injury: 11/2018: 7:30 pm: Bike riding in NE 6 Av west crosswalk over NE 23 St; Hit by EB car
3. Injury: 5/2021: 11:45 pm: Ped in NE 6 Av west crosswalk over NE 23 St; Hit by EB car
4. Injury: 11/2020: 11pm: Ped in north crosswalk over NE 6 Av; Hit by SB to WB RT car
5. Serious Injury: 2/2018: 10:45 pm: Ped walking in NE 6 Av east sidewalk, walked into roadway to avoid puddle; Hit by NB car
6. Serious Injury: 9/2018: 5:30 pm: Bicyclist jaywalked / rode bike over Wilton Dr from NE 7 Av
7. Serious Injury: 1/2018: 10:30 pm: Ped jaywalked over Wilton Dr in front of Wilton Creamery

Jaywalking between NE 6 and NE 7 Av



Jaywalking at NE 7 Av, with K-12



Jaywalking between NE 6 Av and NE 7 Av, in front of parked WMPD vehicle



Sidewalk obstructions in SW corner of NE 6 Av intersection



NE 7 Av – Ped's Standing in WB to NB RT lane



NE 6 Av - SB to WB RT car stopped in crosswalk; Bicyclist riding on sidewalk



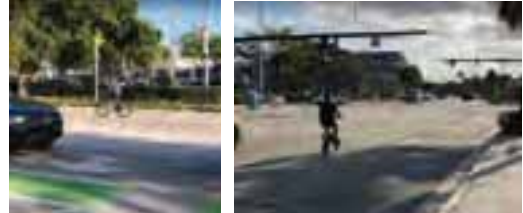
NE 6 Av - SB to WB RT Cars blocking crosswalk



NE 7 Av - Crowded NW sidewalk



Bicyclists riding in bike lane



Wilton Dr: Summary

NE 21 Ct issues:

- Jaywalking
- Long crossing distance at crosswalks
- Pedestrian / Vehicle conflicts at crosswalks



NE 6 Av to NE 7 Av issues:

- Jaywalking
- Long crossing distance at crosswalks
- Pedestrian / Vehicle conflicts at crosswalks
- Long block length to cross to other side of street
- Sidewalk obstructions, including crowding



Major Concerns:

- ✓ Address Existing Crash Trends
- ✓ Reduce crossing distances
- ✓ Reduce Ped / vehicle conflicts

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- FDOT Projects / Planned Improvements
- Next Steps
- Q&A



FDOT Projects / Planned Improvements

Powerline Rd:

- **Powerline Road Mobility Improvement Project**
 - Repurposing the outside lanes from W. Oakland Park Blvd to NW 29th Street to accommodate 4-ft bicycle lanes
 - The lanes are stripped, but there are no bike lane signage or markings
- **BMPO TIP #4391721 - SR-9 / I-95 at SR-816 / Oakland Park Blvd**
 - Includes intersection at SR-845/Powerline Rd and SR-816/ Oakland Park Blvd R/W Needed
 - PDE is 2023 – 2024; PE is 2026

Dixie Hwy:

- None

Wilton Dr

- **New mid-block crosswalk just west of NE 8 Av**
 - Includes new center lane median with pedestrian refuge
 - New curb bulb out in NW and SW corners
 - RRFB at both ends of crosswalk
- **Improved mid-block crosswalk at NE 11 Av**
 - Crossing distance reduced; new curbed bulb out on SW corner
 - RRFB at both ends of crosswalk



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Next Steps

- ✓ Safe System Approach
- ✓ Following County and FDOT manuals and procedures
- ✓ Seeking feedback on methodology expectations/requirements and key staff for coordination purposes



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Q&A



BrowardMPO.org

Karen Friedman

Subject: Wilton Manors - Trans. Master Plan - Mtg with FDOT re Potential Solutions
Location: Executive Conference Room

Start: Thu 10/12/2023 2:00 PM
End: Thu 10/12/2023 4:00 PM

Recurrence: (none)

Meeting Status: Meeting organizer

Organizer: Karen Friedman
Required Attendees: Pamela Landi; Todd DeJesus (DND); Andrew Riddle; Walla, Kent; Norat, Tony; Christine Fasiska
Optional Attendees: Jessica Josselyn; Chris Romano; Adam Burghdoff; David Archacki; Roberta Moore; Brandon Kelley; Bert Fisher; Mark Plass
Resources: Executive Conference Room
Categories: WM Mtg (@ City Hall / In Person)

Meeting at Broward MPO Offices (Executive Conference Room)

Meeting Topic: Wilton Manors Transportation Master Plan meeting with FDOT.

Meeting Purpose: Review potential solutions with FDOT Staff on three FDOT-owned roadways in Wilton Manors: Powerline Rd, Dixie Highway, and 2 sections of Wilton Dr

The Agenda and Presentation will be emailed to meeting attendees in advance.

For more information on the Wilton Manors Transportation Master Plan, please visit:
<https://www.browardmpo.org/plans/city-of-wilton-manors>

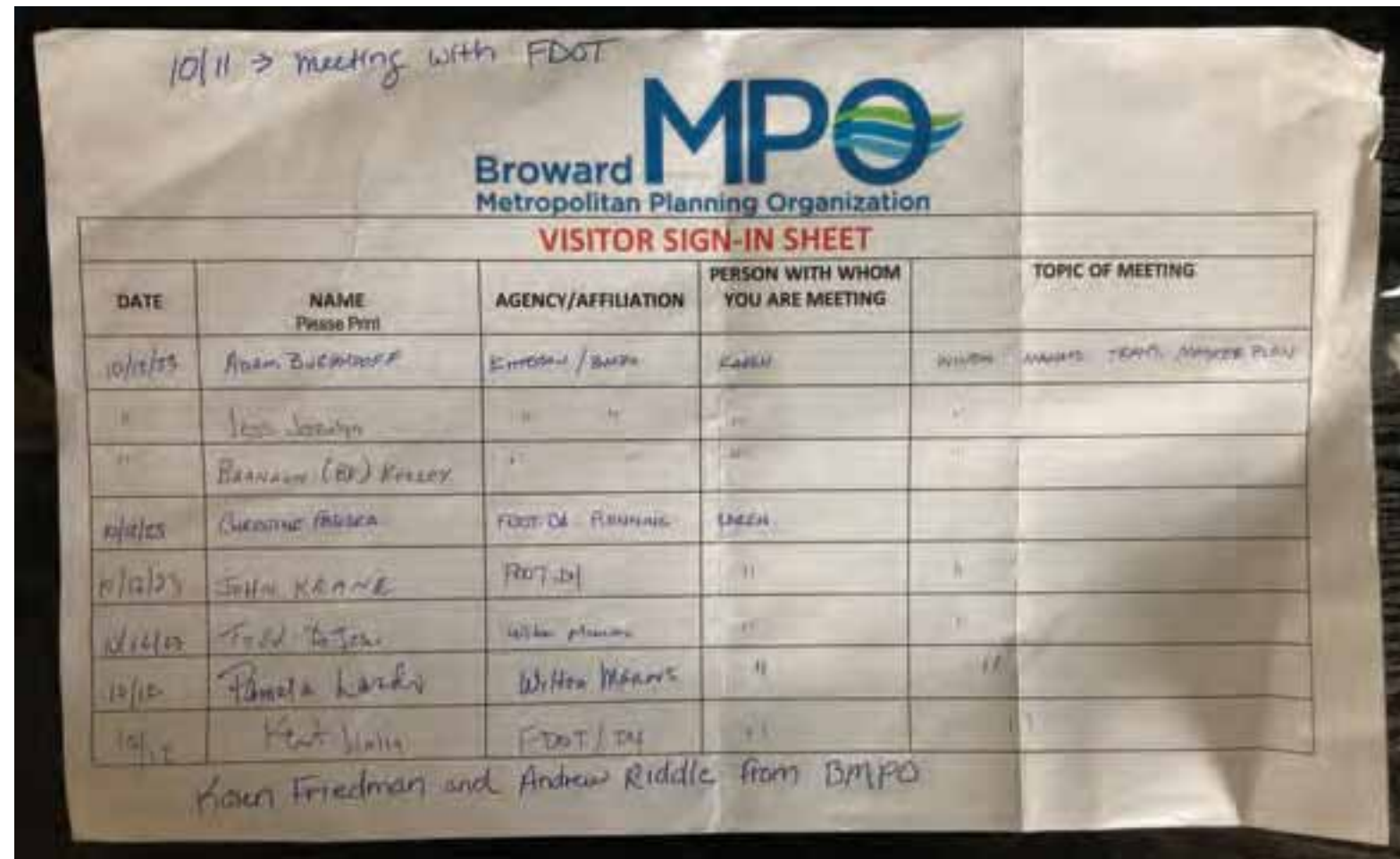
Thank you and looking forward to meaningful discussion on these roadways.

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



Metropolitan Planning Organization
Trade Centre South
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181
(954) 876-0039 Office
Florida Relay Service 711



Transportation Master Plan Proposed Solutions

<https://www.browardmpo.org/plans/city-of-wilton-manors>



October 12, 2023 | Meeting with FDOT

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Agenda

1. Project Schedule / Current Status

Existing Conditions & Key Issues (recap) + Proposed Solutions:

2. Powerline Rd
3. Dixie Hwy
4. Wilton Dr

5. Next Steps

Meeting Goals:

- ✓ Keep FDOT informed on project status and next steps
- ✓ Provide *brief* recap of Existing Conditions and Significant Issues
- ✓ Present Potential Solutions for FDOT-owned roadways
- ✓ Hear from FDOT Staff: Feedback on Potential Solutions
- ✓ Hear from FDOT Staff: Path forward for FDOT "approval" of TMP
- ✓ Hear from FDOT Staff: Status of FDOT projects in Wilton Manors



Plan Study Area



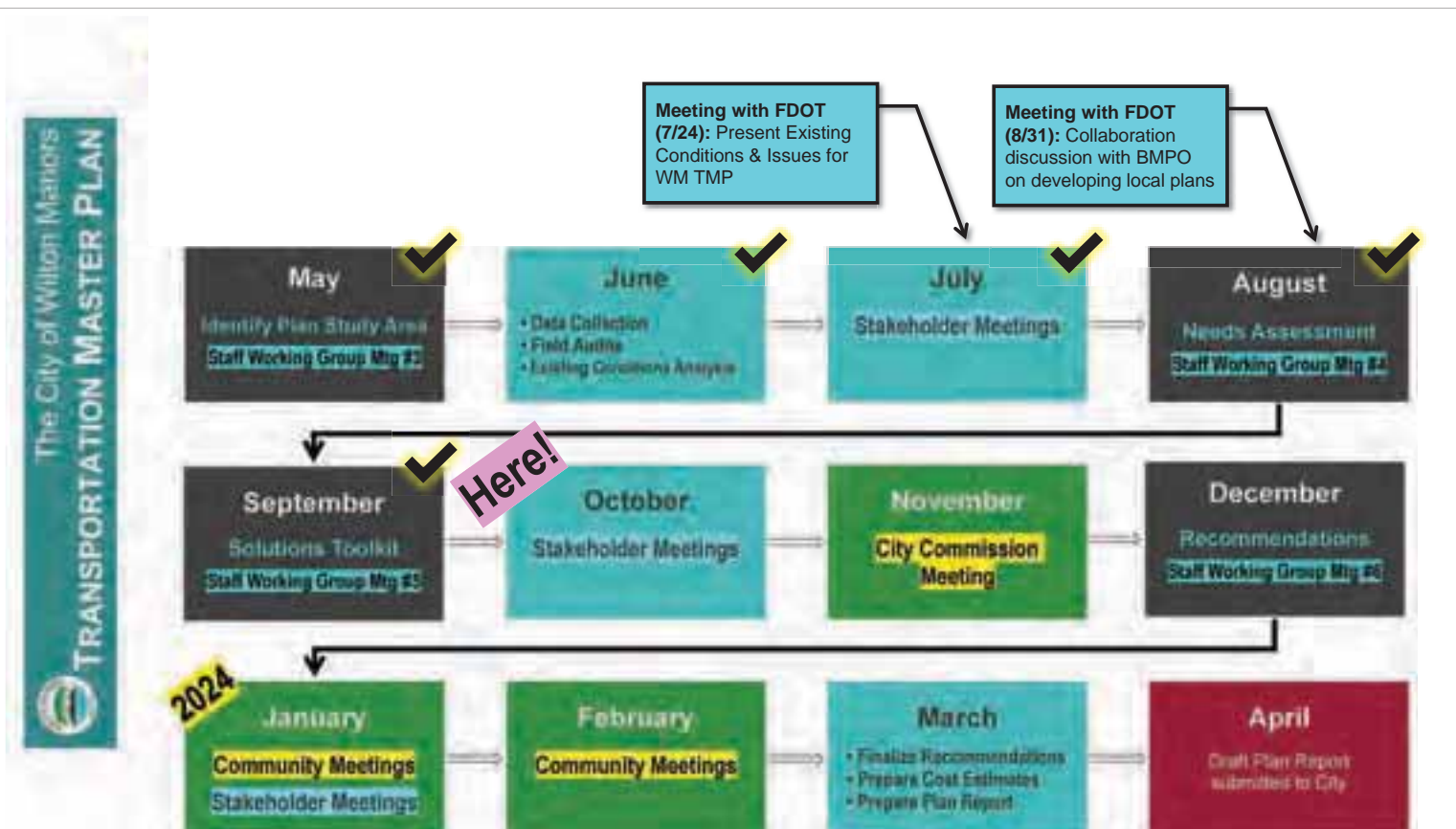
(1) Powerline Rd (2) Andrews Av (3) NE 26 St (4) N. Dixie Hwy (5) NE 24 St Route (6) NE 21 Ct Route (+ Future westside route)

Plan Study Area: Six roadways to be assessed for existing conditions / needs and have specific transportation projects identified.

- Traverse the City (3 N/S roadways + 3 E/W roadways)
- Varying roadway classifications / intensities
- Abut diverse land use categories / densities
- Focus on both corridors and intersections



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Powerline Rd

- Biking LTS = 4
- Ped LTS = 4

212 Total Crashes (2018 to 2022) excluding OP Blvd

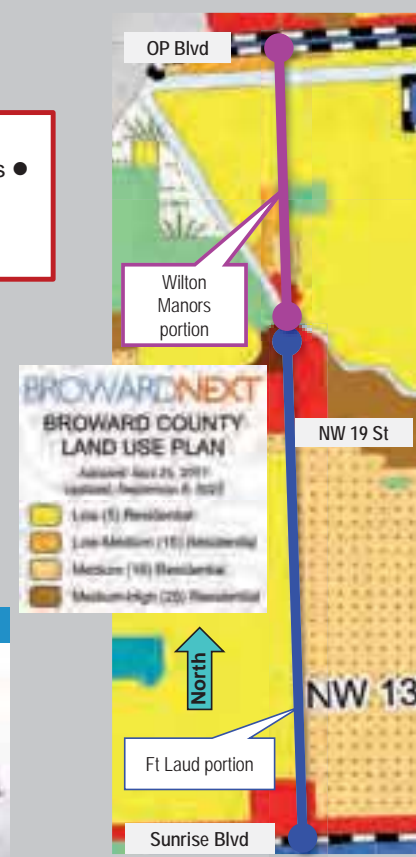
- 46% of Injury Crashes caused by Rear End collisions
- 3 Bike crashes (all Injury) • 1 Ped crash (fatality)
- All Ped & Bike crash occurred during daytime
- 29% of crashes at NW 29 St resulted in Injuries



Recent Improvements (North of NW 29 St)

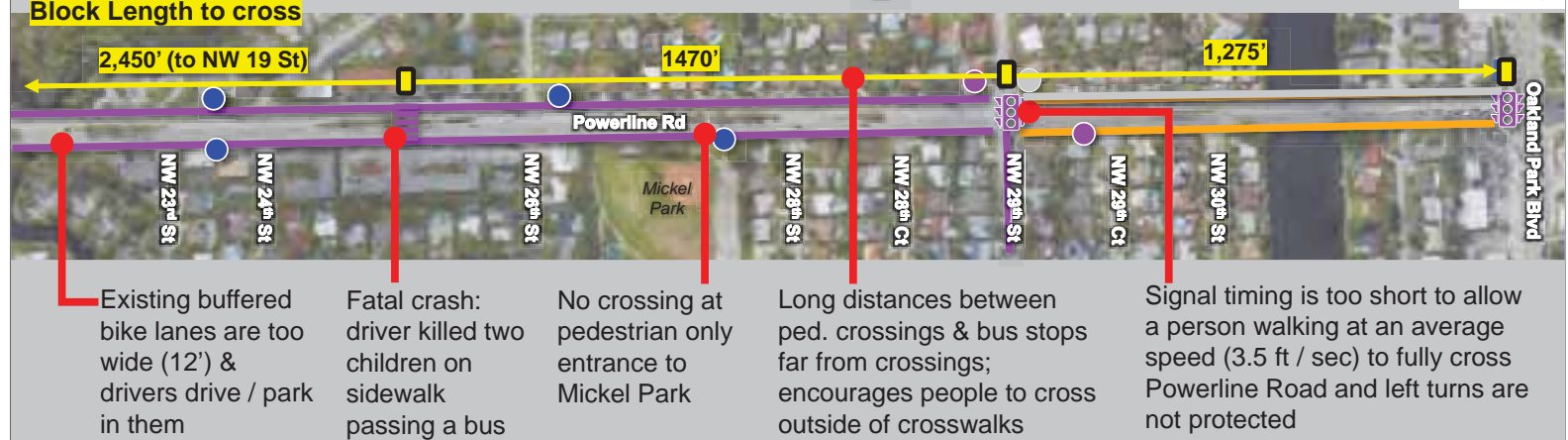


Powerline Road from W Oakland Park Boulevard to NW 29th Street



Powerline Rd Summary of Key Findings

- Buffered Bike Lane
- Bike Lane
- Mid-Block Crossing (RRFB)
- Signal
- Bus Stops
- Within 250' of Signalized Crossing
- Not within 250' of Signalized Crossing



Other General Issues

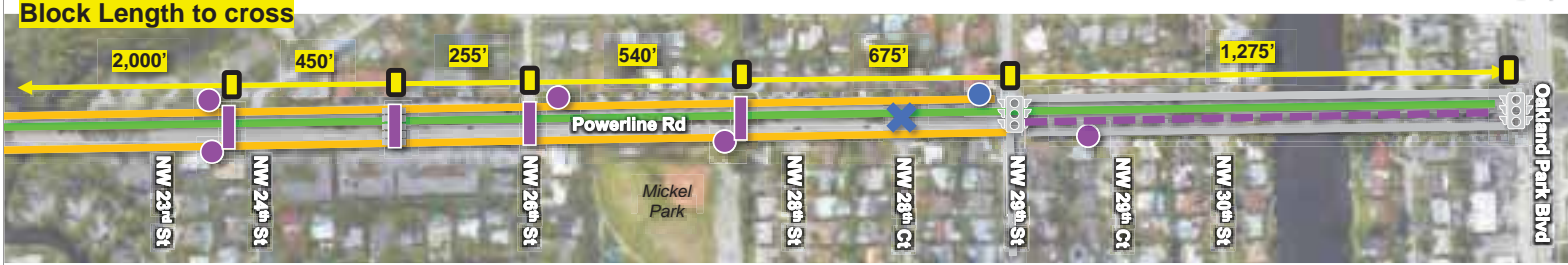
- Drivers observed speeding
- Buses stop in bike lane
- Driveways & back out parking onto Powerline Rd creates conflict points (generally on the west side)
- Bike facilities are not comfortable for all ages and abilities
- Limited lighting at night
- Bus stops missing amenities

Powerline Rd

Summary of Potential Corridor Treatments

- Redesigning Road for 30 MPH to Better Match Context

- Existing/Committed Facilities
- Bike Lane
 - Mid-Block Crossing
 - Signal
 - Bus Stop



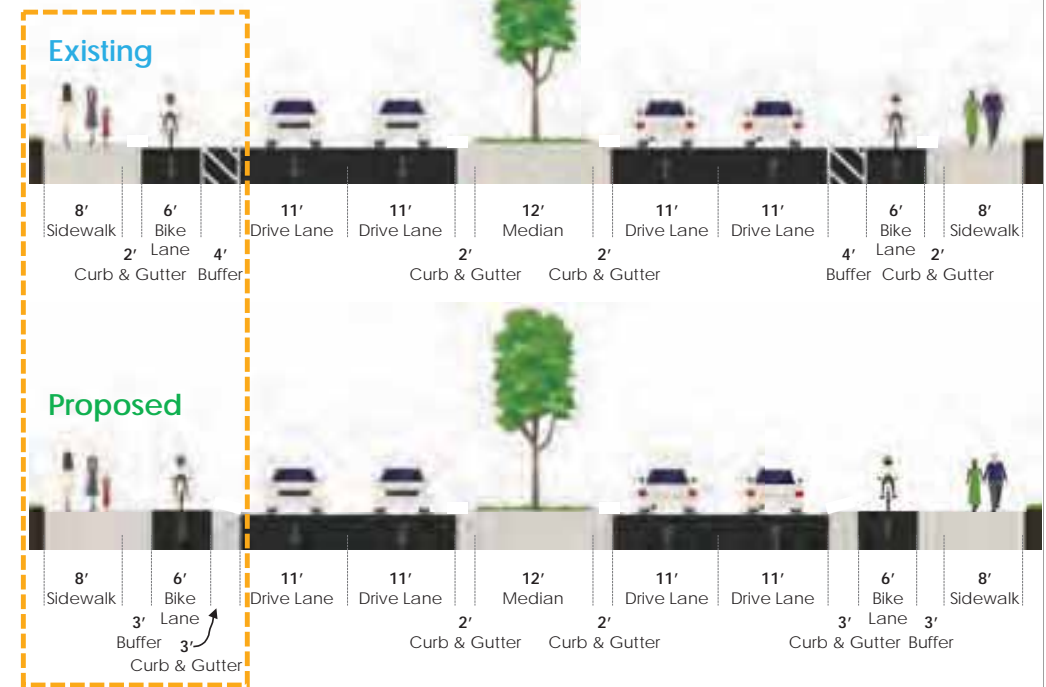
- Redesign Road to Lower Speed to 30 MPH**
 - Realigns road to context
 - Addresses speed & crashes
- New Raised Crossing with RRFB (Evaluate for PHB / Signal)***
 - Access to bus stops, Mickel Park, & across Powerline Rd
 - Encourages crossing at designated locations
 - Can only be implemented with speed reduction; near term: at grade crossing*
- Convert to Raised Bike Lane or Shared Use Path**
 - Deters parking in bike lane
 - Slows traffic
 - Improves comfort
 - Near term: protected bike lanes on east side, bollards at intersections on west side.*
- Evaluate Relocating Stop**
 - Far side stops preferred for bus operations
- Convert to Bus Bulb**
 - Improves stop comfort
 - Bikeway goes behind stop
 - Reduces bus / bike conflict
- Corridor Wide Strategies**
 - Paint Conflict Markings at Intersections & Driveways**
 - Limits turning conflicts
 - Alerts drivers and bicyclists to potential for conflict
 - Narrow Side Street Curb Radii**
 - Slows drivers
 - Limits turning conflicts
 - Construct Turning Wedges at Unsignalized Left Turns**
 - Slows drivers
 - Limits turning conflicts
 - Evaluate Lighting at Crossings**
 - Address nighttime crashes
- Evaluate Lane Repurposing**
 - Allows for protected bike lanes and bus islands
- Close Median Access**
 - Limits turning conflicts
 - NW 28th Ct becomes right in / right out

*FDM allows raised crosswalks at 30 MPH or lower design speed. Roadway redesign would support existing and future residential land use context.

Powerline Rd: Lane Repurposing

Recommendations

- Redesign Powerline Road to reduce vehicle speeds to 30 MPH.
- Better match low-density residential context from New River to Oakland Park Blvd.
- Sample treatments: raised crossings, narrowed roadways with vertical elements, defined space for nonmotorized users.



Powerline Rd @ NW 29 St



Existing BCT Stop location

Addressing Traffic Speed

- Evaluate lane repurposing
- Implement protected left turn signal phase
- Consider removing SB right turn lane
- Add hardened centerlines on Powerline Rd

Biking Improvements

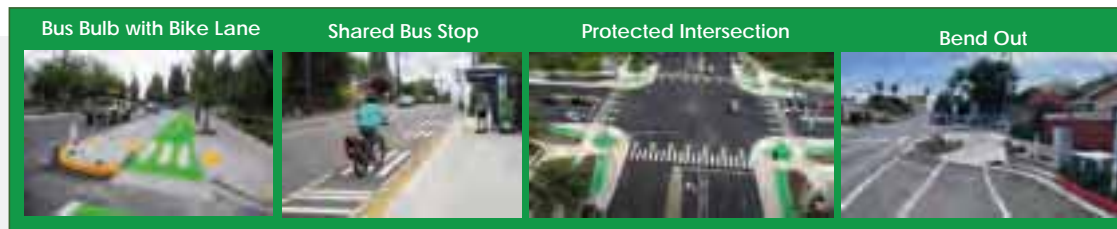
- Add green conflict paint in bike lanes at intersections and driveways
- Construct protected intersection or install bend outs and bike boxes

Supporting Transit Riders

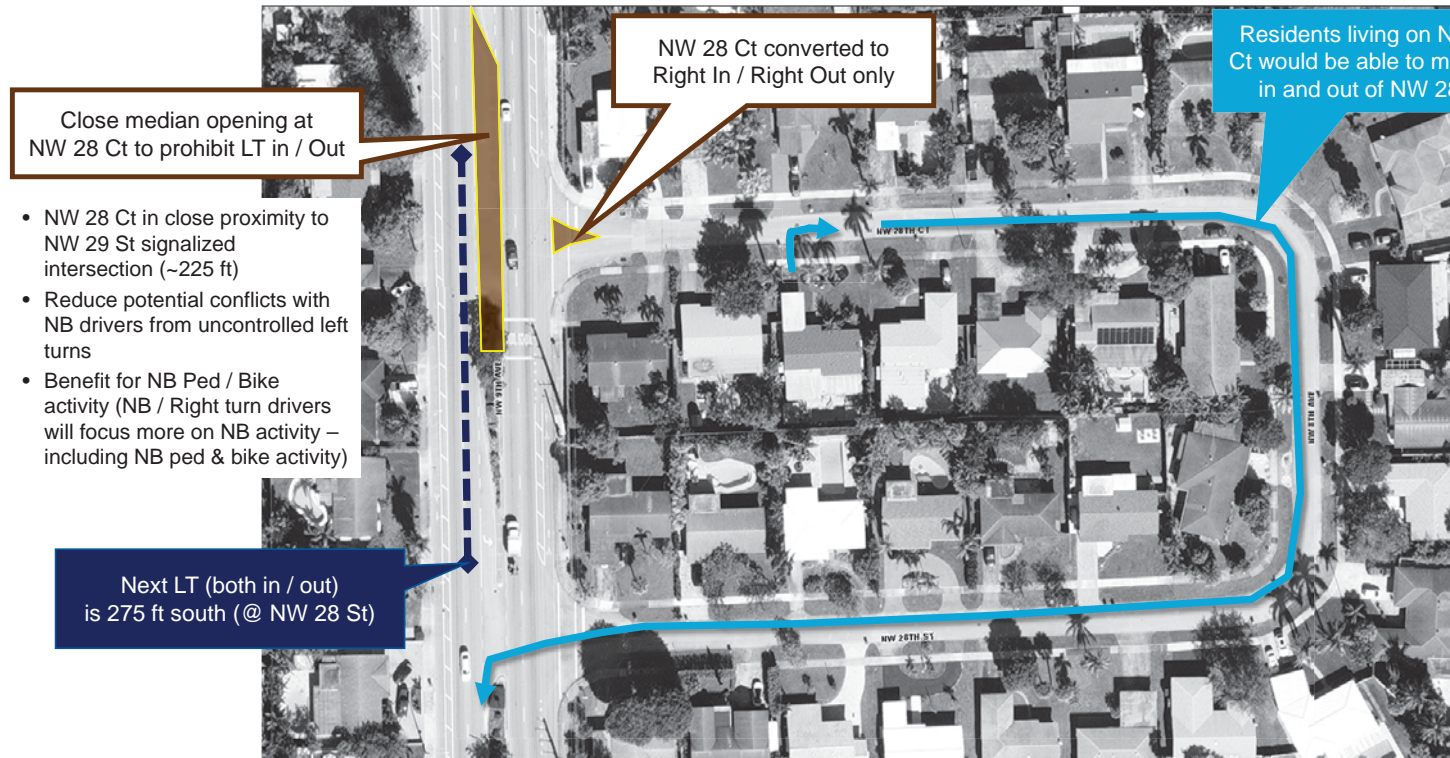
- Consider relocating stops (to allow for bus bulbs)
- Construct bus bulbs (shared bus stop option or conflict striping at bus stop options for constrained areas)

Walking Improvements

- Restripe crosswalks
- Lengthen signal for pedestrian crossing
- Add leading pedestrian intervals
- Upgrade to directional curb ramps
- Construct median refuge islands (as space permits)



Powerline Rd @ NW 28 Ct



Close median opening at NW 28 Ct to prohibit LT in / Out

NW 28 Ct converted to Right In / Right Out only

Residents living on NW 28 Ct would be able to make LT in and out of NW 28 St

- NW 28 Ct in close proximity to NW 29 St signalized intersection (~225 ft)
- Reduce potential conflicts with NB drivers from uncontrolled left turns
- Benefit for NB Ped / Bike activity (NB / Right turn drivers will focus more on NB activity – including NB ped & bike activity)

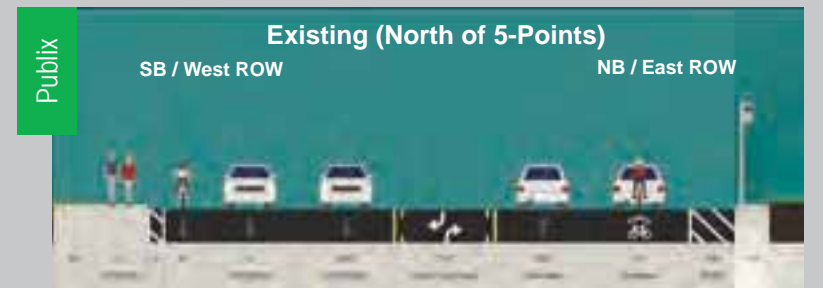
Next LT (both in / out) is 275 ft south (@ NW 28 St)

Dixie Hwy

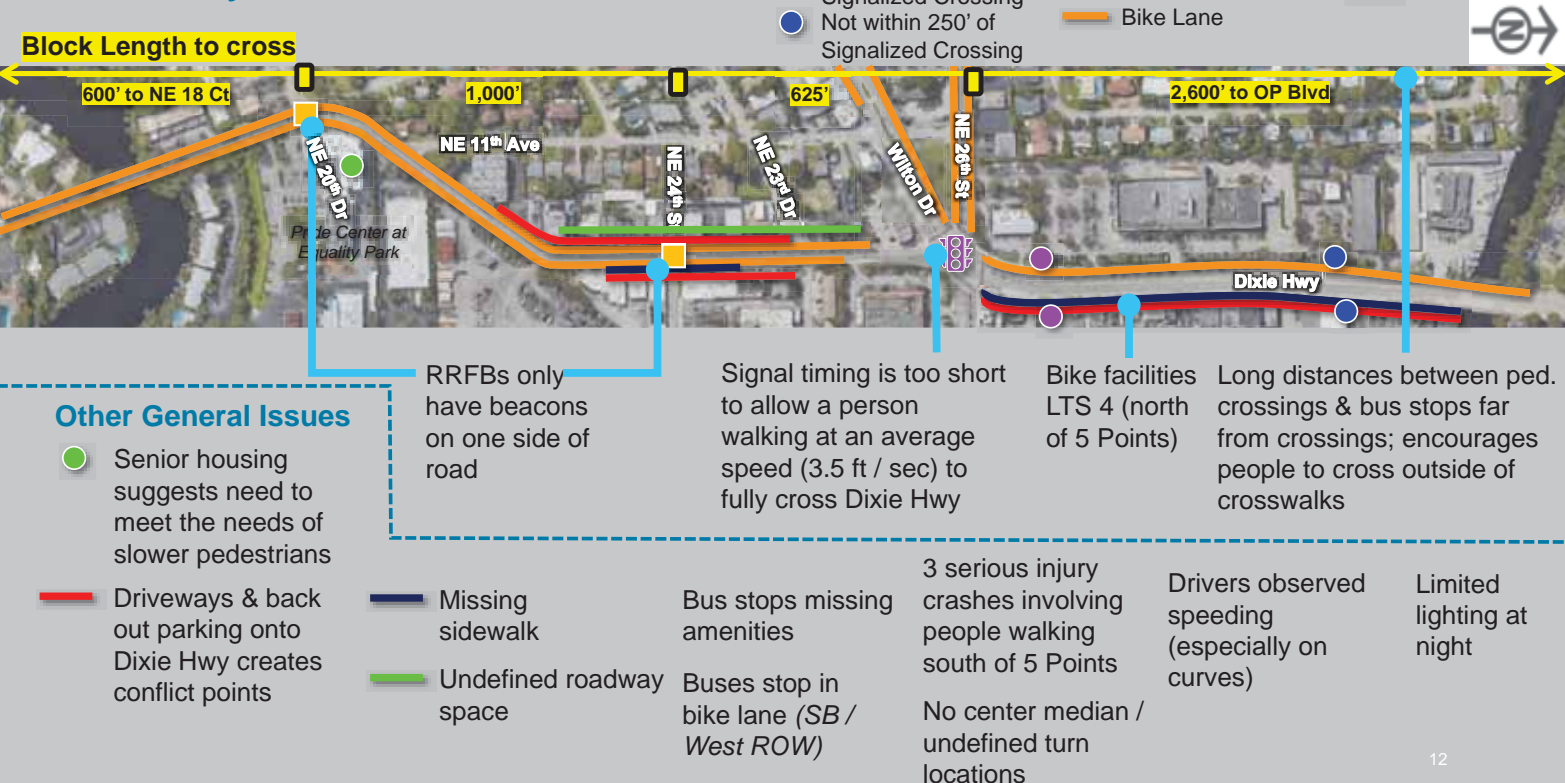
- Biking LTS = 3
- Ped LTS = 3



134 Total Crashes (2018 to 2022) including City-owned roadway
 • 4 Serious Injury (3 Ped's) • 20% of crashes involved pedestrians • 1 ped (Serious Injury) & 1 Bike (Injury) crash occurred at entrance to Dunkin Donuts parking lot • Lower than average nighttime crashes



Dixie Hwy Summary of Key Findings

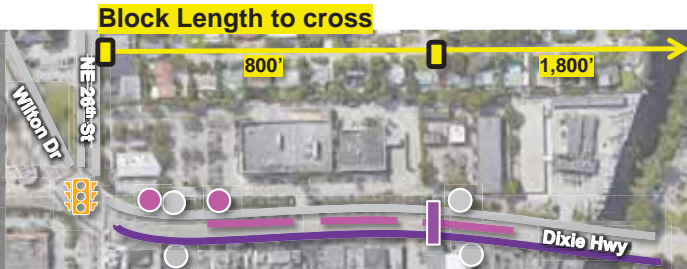


Dixie Hwy North of 5 Points

Existing/Committed Facilities
 Bike Lane Signal Raised Intersection Bus Stop

Summary of Potential Corridor Treatments

- Adding Medians and Lane Definition to Improve User Experience



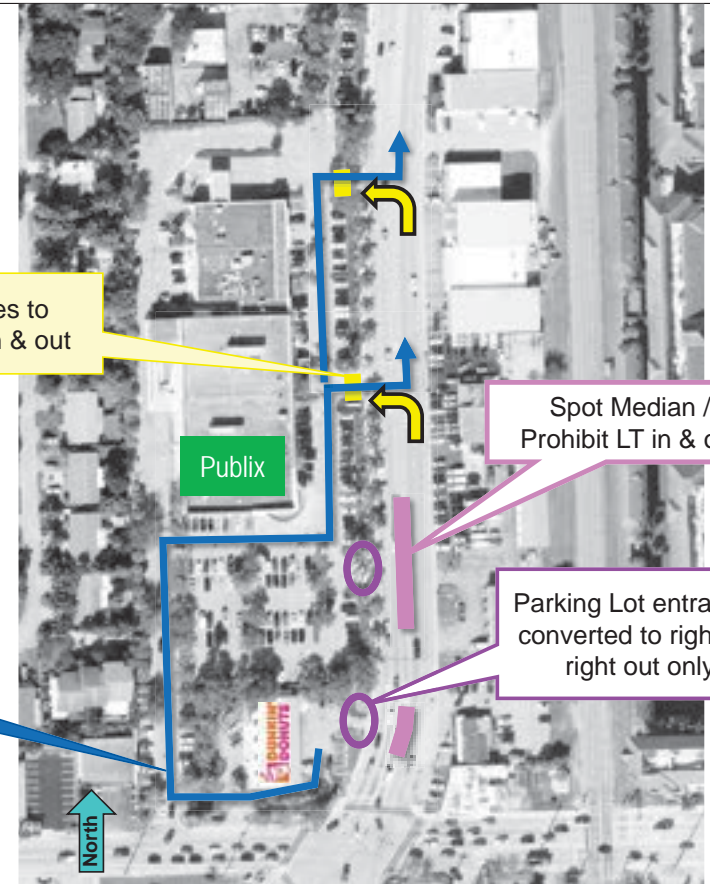
- Add Lane Definition**
 - Slow traffic & increase driver alertness
 - Utilize profiled thermoplastic to define space
- Construct Median + Convert to Right in / Right Out**
 - Slow traffic
 - Direct crossings to desired locations
- New Mid-Block Crossing with PHB**
 - RRFB if does not meet warrant
 - Improves access to bus stops and across Dixie Hwy
 - Encourages crossing at designated locations

- Increase Pedestrian Phase**
 - Allow enough time for average and slower users to cross Dixie Hwy
- Corridor Wide Strategies**
 - Underground Utilities**
 - Limits sidewalk obstructions
 - Evaluate Lighting**
 - Address nighttime crashes & visibility
 - Add Wayfinding**
 - Direct pedestrians to use sidewalk on east side

Long Term Strategies

- As Redevelopment Occurs...**
- Require developers to provide parking on site with designated driveway access
 - Construct sidewalk on east side
 - Construct sidewalk level separated bike lanes with conflict markings
 - Construct new marked crossings with PHBs at additional locations south of the bridge and at main entrance to Publix Shopping center
 - Construct Bus Islands
 - Redesign road to 30 MPH design speed and add raised crosswalks

Dixie Hwy @ Spot Medians at Publix & Dunkin Donuts parking lots



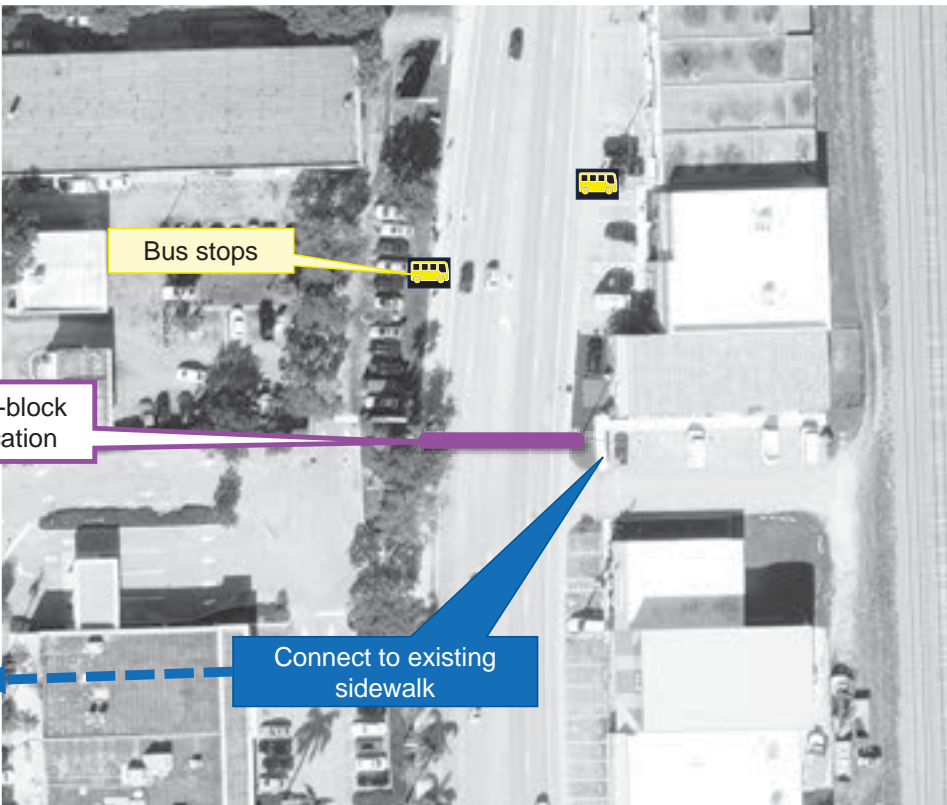
Parking Lot entrances to continue to allow LT In & out

Spot Median / Prohibit LT in & out

Parking Lot entrances converted to right in / right out only

Drivers leaving Dunkin Donuts who want to go NB on Dixie Hwy can drive through parking lot to access LT

Dixie Hwy @ Proposed Mid-block crosswalk



Bus stops

Proposed Mid-block crosswalk location

Connect to existing sidewalk



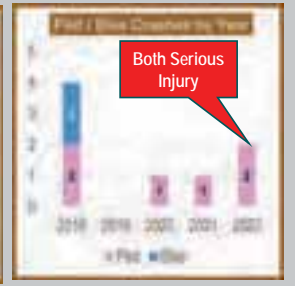
Wilton Dr: NE 6 Av to NE 7 Av & NE 21 Ct

- Biking LTS = 1
- Ped LTS = 2

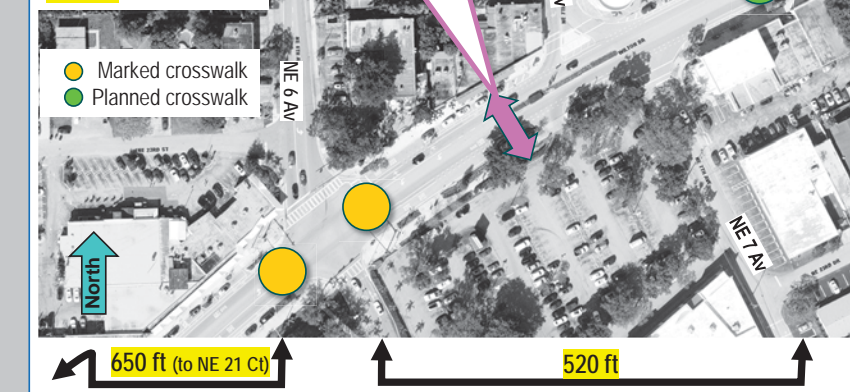
Wilton Dr connects two east-west citywide routes



2018 to 2022: 77 Total Crashes



Block length to cross roadway @ NE 6 Av & NE 7 Av



650 ft (to NE 21 Ct)

520 ft



Wilton Dr @ NE 6 Av

- Calm Left and Right turns
- Reduce Crossing Distance
- Improve Bicycle Mobility



Addressing Left Turns

- Utilize hardened centerline to guide left turning drivers



Addressing Right Turns

- Shift SB bus stop north to provide space for curb extension
- Realign intersection and install curb extension and reduce curb radius on SW, NE, and NW corner to slow drivers and prevent drivers from using bus lane as turn lane

Walking Improvements

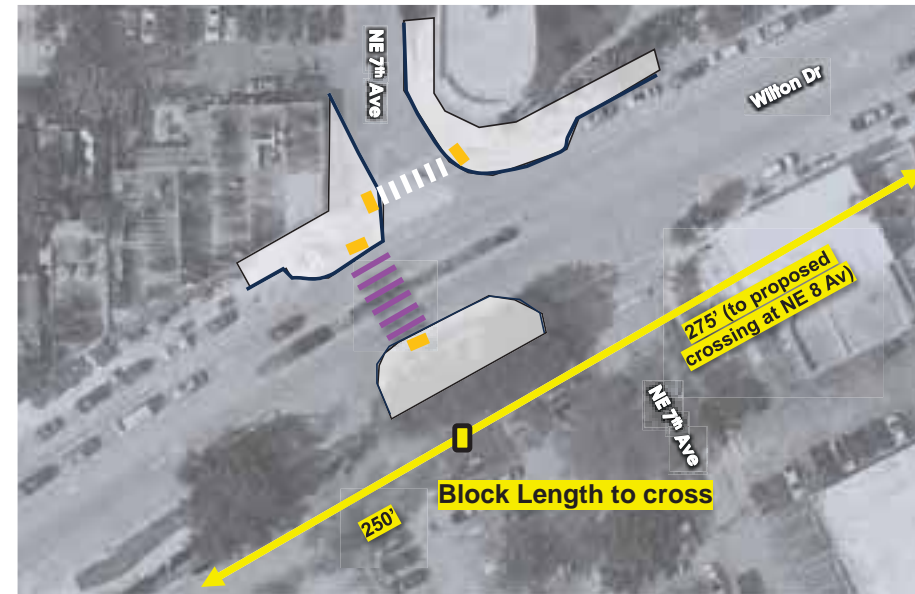
- Implement all pedestrian phase
- Build curb extensions to reduce pedestrian crossing distance

Biking Improvements

- Allow bikes to use all pedestrian phase
- Install bike boxes on all legs of intersection or construct protected intersection

Wilton Dr @ NE 7 Av

- Calm Right turns
- Reduce Crossing Distance



Addressing Right Turns

- Realign northern leg of NE 7th Ave intersection to a T intersection
- Remove porkchop and high speed Right turn lanes

Walking Improvements

- Consider raised crosswalk along northern leg of intersection
- Evaluate pedestrian lighting
- New raised crosswalk to line south of NE 7th Av (or move proposed crosswalk to pedestrian desire line south of NE 7th Av)
- Convert proposed crosswalk with RRFB and median refuge to raised crosswalk with RRFB and median refuge

Wilton Dr @ NE 21 Ct

- Calm Left and Right turns
- Reduce Crossing Distance
- Improve Bicycle Mobility



Addressing Left Turns

- Utilize hardened centerline to guide left turning drivers

Addressing Right Turns

- Install curb extension and reduce curb radius on NW corner to slow drivers and reduce pedestrian crossing distance
- Realign NE 21st Ct approach to a right angle

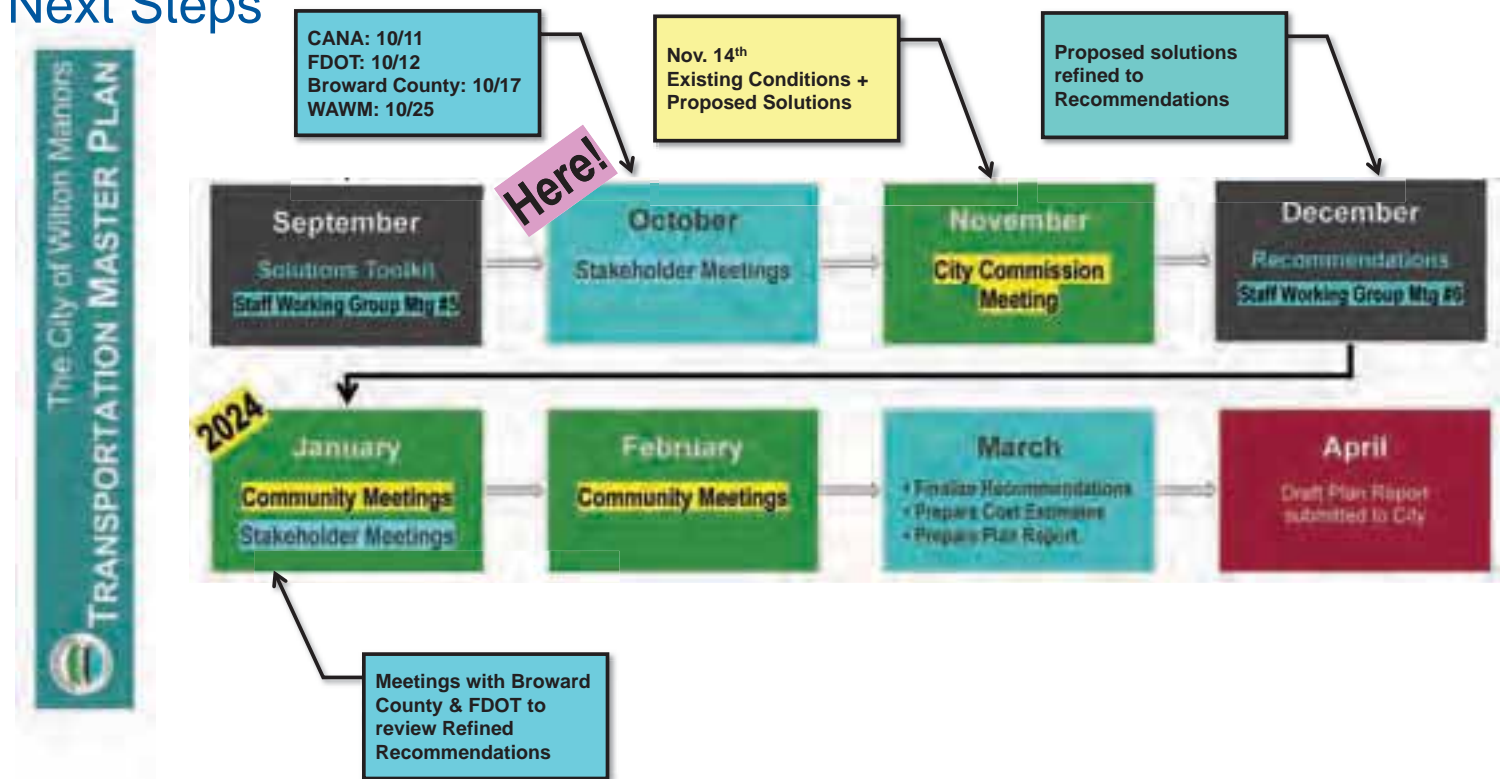
Walking Improvements

- Implement all pedestrian phase
- Widen sidewalk on north side on NE 21st Ct

Biking Improvements

- Allow bikes to use all pedestrian phase
- Install bike boxes on all legs of intersection

Next Steps



Meeting Summary

October 23, 2023

Project# 25776.008

To: Karen Friedman, AICP
Broward MPO
Trade Centre South, 100 West Cypress Creek Road, Suite 650
Fort Lauderdale, FL 33309

From: Jessica Josselyn

CC: Adam Burghdoff, PE and Chris Romano, AICP, LEED AP ND

RE: Wilton Manors Transportation Master Plan Meeting with FDOT

MEETING INFORMATION

Meeting Purpose	Review potential solutions with FDOT Staff on three FDOT-owned roadways in Wilton Manors: Powerline Rd, Dixie Highway, and 2 sections of Wilton Dr
Meeting Date and Time	October 12, 2023 / 2:00 PM – 4:00 PM
Meeting Attendees	FDOT, Broward MPO, and Kittelson & Associates, Inc.
Meeting Agenda	1. Project Schedule / Current Status 2. Powerline Rd 3. Dixie Hwy 4. Wilton Dr 5. Next Steps

Meeting Discussion

The following discussion points were made in the meeting. Action items and follow-up questions are noted in **bold**:

General comments:

- Road Transfer
 - FDOT noted the option of a transfer – potential limits noted were from Sunrise Blvd to Oakland Park Rd
 - FDOT offered if another partner could take it rather than FDOT
 - City or County from Broward Blvd to Oakland Park
 - Transfer does not cost anything – is just paperwork essentially
 - Cost would come from maintenance
 - **ACTION ITEM: City of Wilton Manors to explore the costs to take over FDOT facilities**
- Funding
 - City of Wilton Manors noted Gerry O'Reilly suggested they pursue a Federal grant
 - Potentially join surtax funds with FDOT funds, RRR job etc.
 - FDOT is happy to support recommendations if the City has the funding
- Programming
 - From a logistics standpoint – using CSLIP, CS Master Plan, - prioritize via MPO and then it gets added into the FDOT 5-year funding program

- FDOT shared that the MPO process needs good, clear, well-defined scopes – this may require some fairly detailed concept development plans
- Community Support
 - FDOT reminded the group that the key to have community support beyond just city staff request
 - Resolutions are needed/desired
- Coordination with agencies:
 - Suggested coordination with BCT for near side/far side bus stop recommendations
 - FDOT stated there are available with any questions related to our recommendations – especially questions we may have on feasibility
 - FDOT noted they will have a 4-5 week turnover for review of proposed improvements
- Other:
 - Consider delivery truck needs with recommendations

Powerline Rd Comments:

- **ACTION ITEM: FDOT can provide as-builts from 2018**
- It was noted that a Federal grant may be an option to help fund Powerline improvements
- @29th
 - Going to have resistance of removal of the right-turn lane
 - **ACTION ITEM: Need to do detailed traffic analysis for it to be considered**
 - FDOT stated things like hardened center lines can be proposed and he can run them by his design crew
 - They are in favor of access management related recommendations
- @28th St
 - **ACTION ITEM: Kittelson to provide general location of crosswalk at 28 St**
- @28th Ct
 - No major concerns on closing northern median opening

Dixie Hwy Comments:

- FDOT suggested we coordinate with Publix for a green space/sidewalk flip
- City noted a planning study with Surtax funding for the 5-Pts intersection focused on pedestrian safety improvements
- Pedestrian data collection and/or studies should include evening hours (5 PM and beyond)
 - Halloween or Pride are two events that would show the true usage of the facilities from a pedestrian standpoint
- The City noted that Dunkin Donuts driveway is being discussed for a full closure

Wilton Dr Comments:

- City noted a planning study with Surtax funding for the 5-Pts intersection focused on pedestrian safety improvements
- Pedestrian data collection and/or studies should include evening hours (5 PM and beyond)
 - Halloween or Pride are two events that would show the true usage of the facilities from a pedestrian standpoint
- @6th Ave
 - Look at near side/far side bus stops with BCT
 - BCT may not be favorable of bus bays

Subject: Wilton Manors TMP / Mtg with FDOT - Recommendations
Location: Microsoft Teams Meeting

Start: Mon 2/12/2024 1:00 PM
End: Mon 2/12/2024 2:30 PM

Recurrence: (none)

Meeting Status: Meeting organizer

Organizer: Karen Friedman
Required Attendees: Karen Friedman; Pamela Landi; Todd DeJesus (DND); John Krane; Walia, Kent; jonathan.overton@dot.state.fl.us; Xie, Yujing; Brad Salisbury; Kehres, Katherine; Chris Romano; Adam Burghdoff
Optional Attendees: Jessica Josselyn; Mark Plass; Andrew Riddle; Hymowitz, Larry

Categories: WM Mtg / TEAMS

Meeting to review the Recommendations **with FDOT** for Wilton Manors TMP:

1. Powerline Rd
2. Dixie Hwy
3. Wilton Dr (Ne 21 Ct, NE 6 – 7 Av)

For the latest recommendations, please see the presentation to the City Commission Workshop = https://www.browardmpo.org/images/City_Services/5-%20City%20Commission%20Workshop%20Presentation%20-%20January%202024.pdf

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 273 321 008 253

Passcode: McqDzS

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Transportation Master Plan Recommendations

<https://www.browardmpo.org/plans/city-of-wilton-manors>

February 12, 2024 | Meeting with FDOT

BrowardMPO.org

Agenda

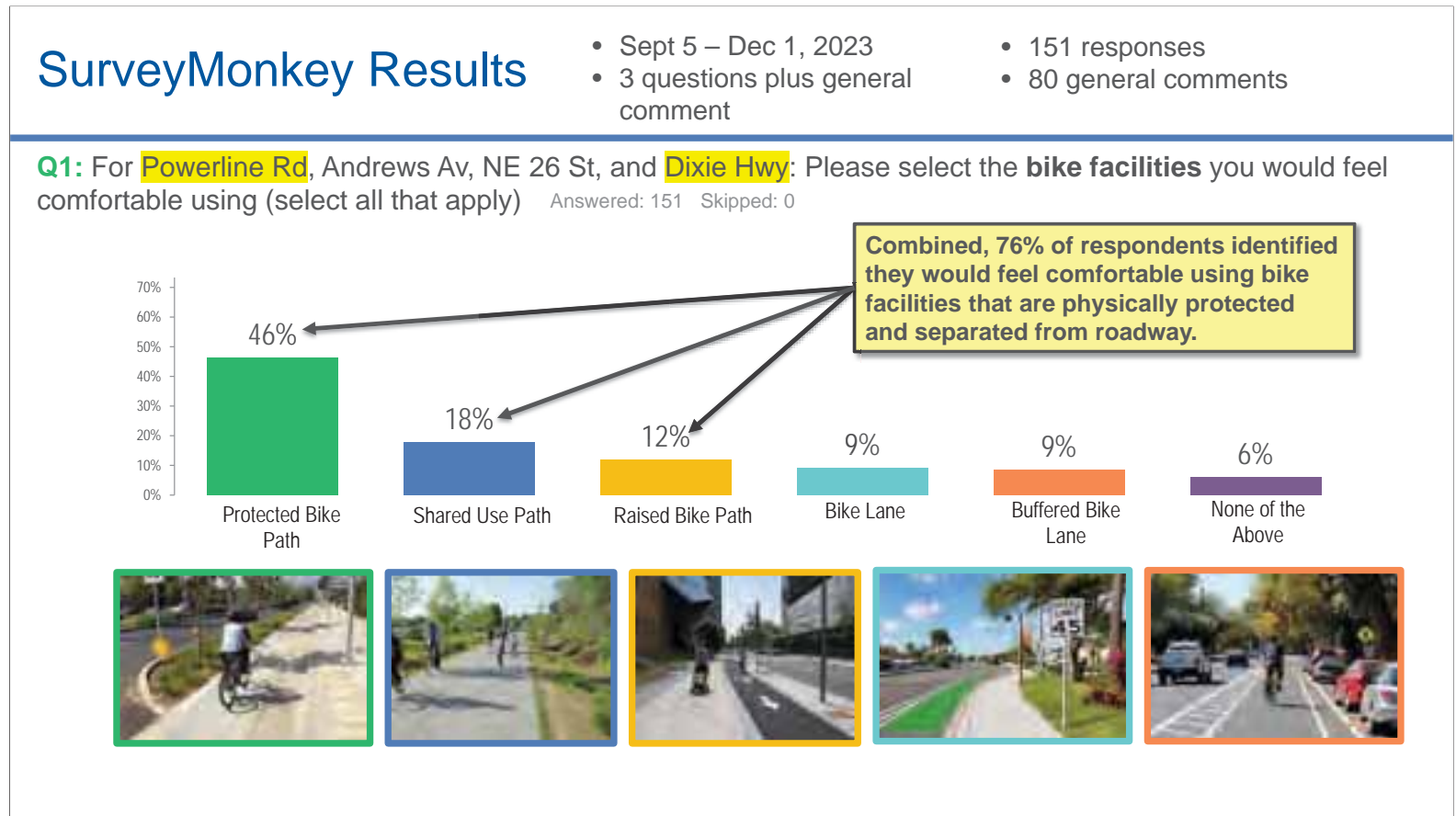
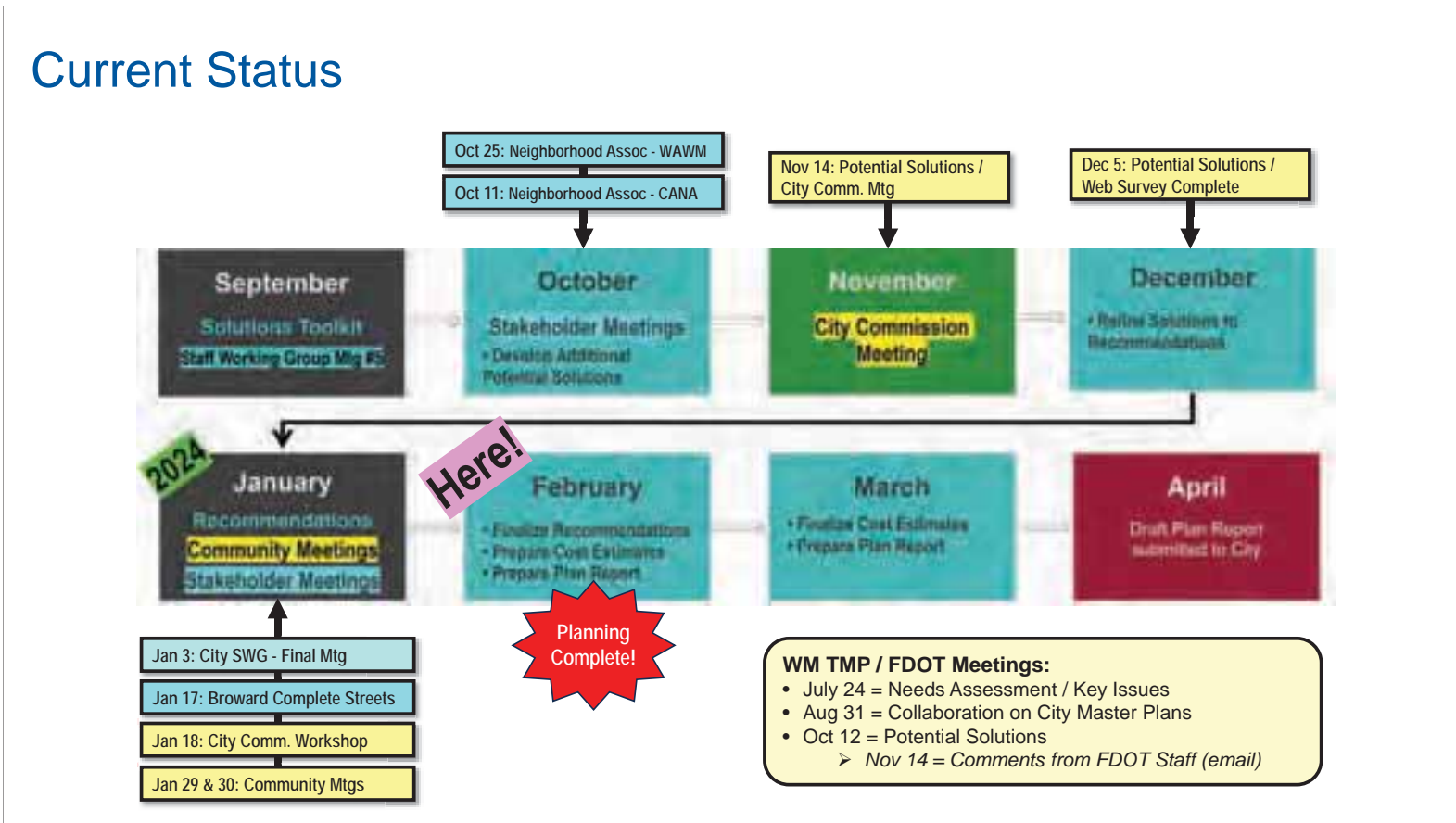
1. Project Schedule / Current Status
2. Feedback from SurveyMonkey – Potential Solutions

Community Meetings / Final Recommendations

3. Powerline Rd
4. Dixie Hwy
5. Wilton Dr
6. Next Steps

Meeting Goals:

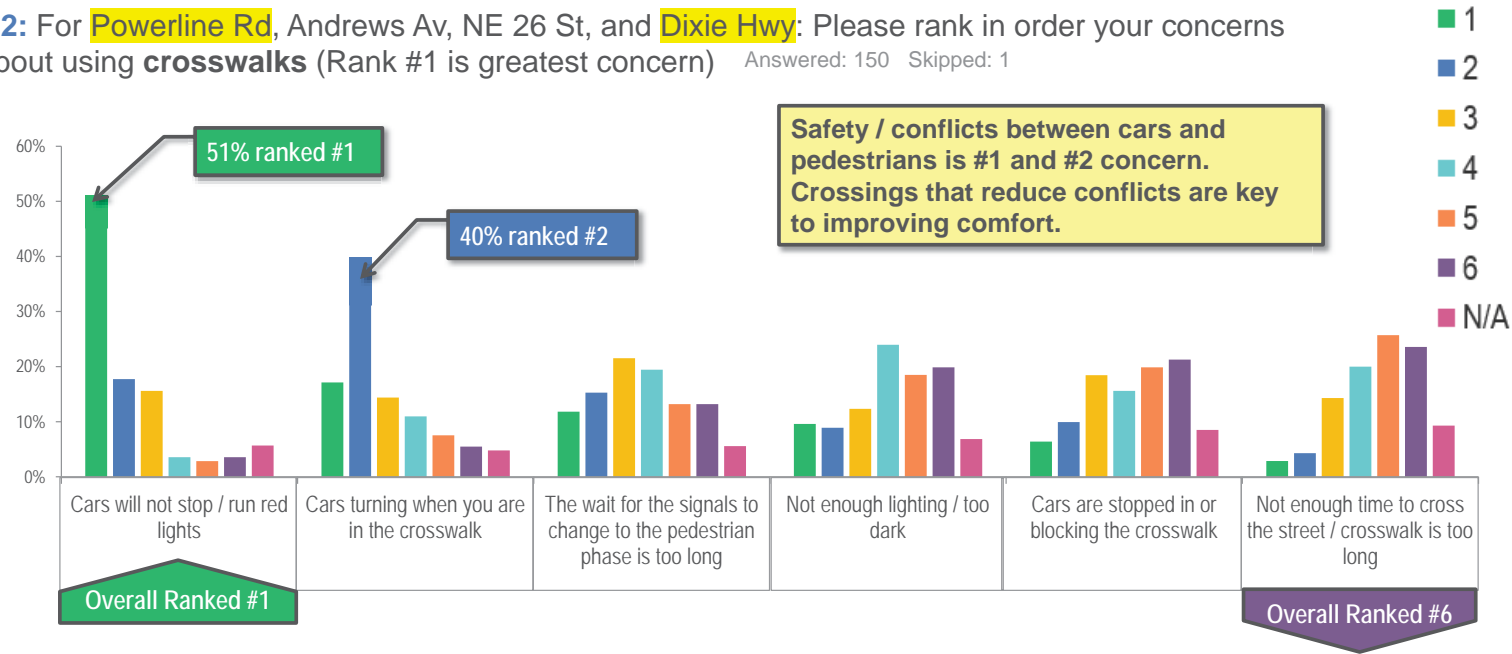
- ✓ Keep FDOT informed on project status and next steps
- ✓ Share public engagement / feedback with FDOT
- ✓ Present Recommendations for FDOT-owned roadways
- ✓ Discuss how prior FDOT Comments were incorporated into Recommendations



SurveyMonkey Results

- Sept 5 – Dec 1, 2023
- 151 responses
- 3 questions plus general comment
- 80 general comments

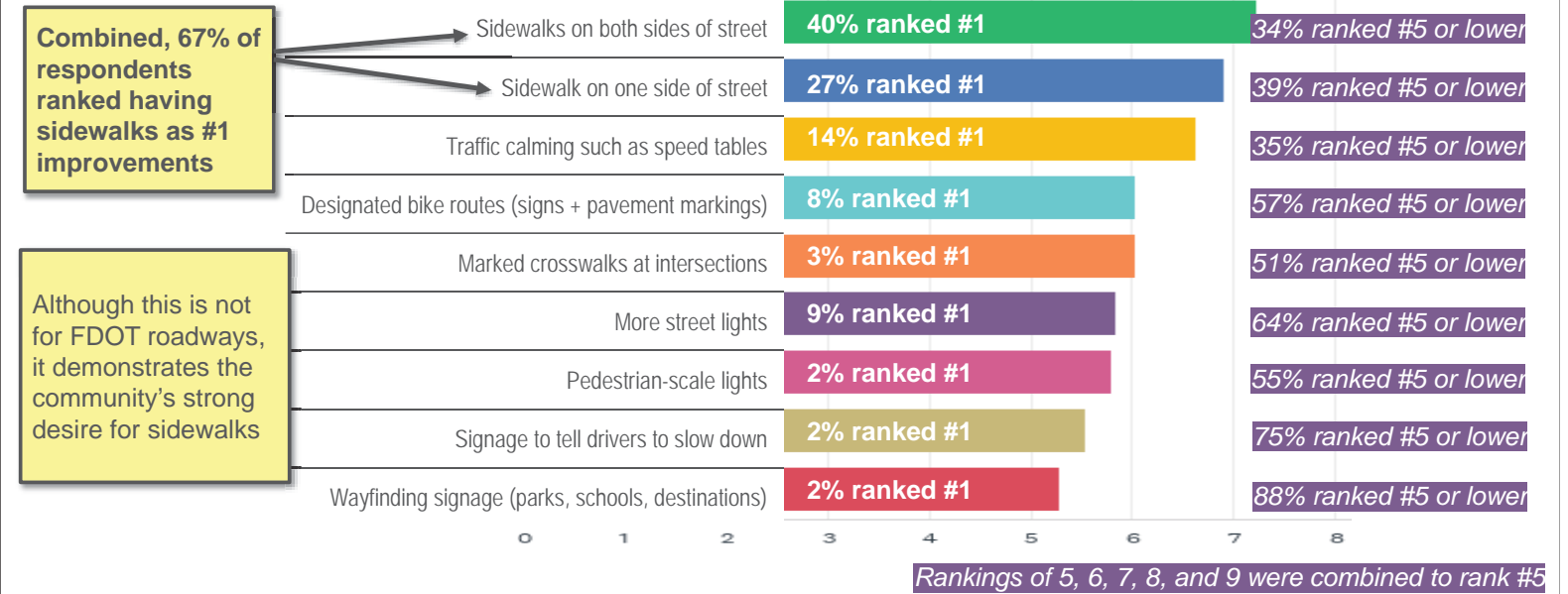
Q2: For **Powerline Rd**, Andrews Av, NE 26 St, and **Dixie Hwy**: Please rank in order your concerns about using **crosswalks** (Rank #1 is greatest concern) Answered: 150 Skipped: 1



SurveyMonkey Results

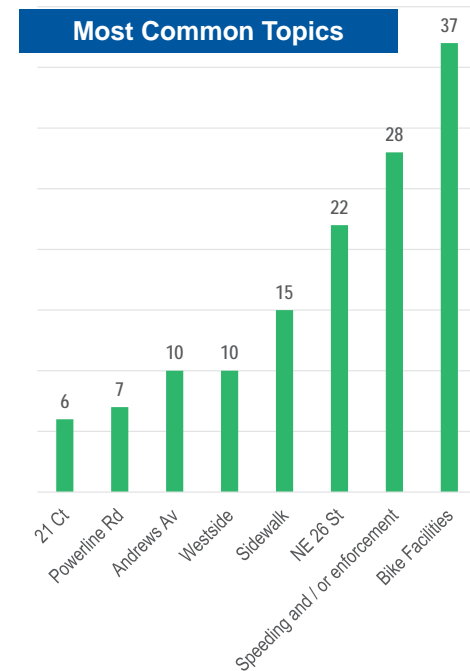
- Sept 5 – Dec 1, 2023
- 151 responses
- 3 questions plus general comment
- 80 general comments

Q3: For the "residential" roads (NE 24 St, NE 21 Ct, or westside route): Please rank in order the improvements you think are most important (Rank #1 is most important) Answered: 146 Skipped: 5



SurveyMonkey Results

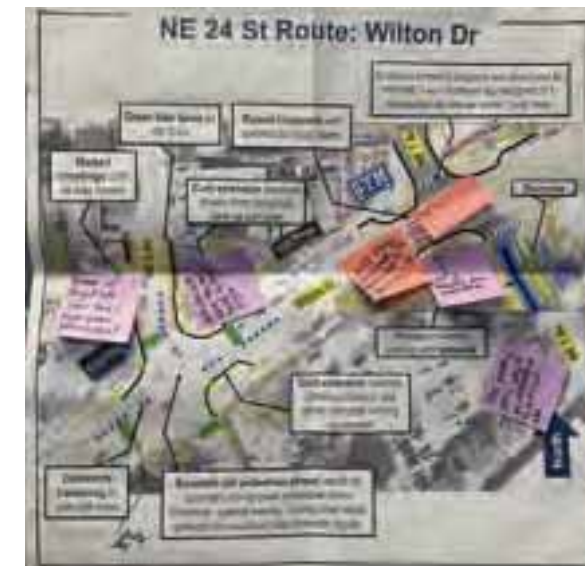
- Sept 5 – Dec 1, 2023
- 151 responses
- 3 questions plus general comment
- 80 general comments



Topic	Frequent comments
21 Ct	Sidewalk gaps • Sharp curve on NW 21 Ct • Bike / Ped improvements needed for crossing at Andrews Av
Powerline Rd	Speeding / Safety • Need for protected Bike Lanes
Andrews Av	Speeding / Safety • Running Red Lights • Improve crossings over roadway • Landscaped center lane medians
Westside	Sharp curve on NW 21 Ct • Bike / Ped improvements needed for westside residents crossing at Andrews Av @ 21 Ct • Traffic calming needed • Bike / Ped improvements may increase crime
Sidewalk	NE 26 St: needs wide sidewalks • NE 21 Ct: Sidewalk gaps • Westside: Sidewalks for southern end or NW 21 Ct • Citywide: Want sidewalks on all streets • Citywide: existing sidewalk conditions or width
NE 26 St	Speeding / Safety • More Crossings (NE 14 Av, from NE 6 Av to 5-Points) • Bike: Want separate / protected bike facilities (Lane Reduction) • Dark to cross roadway at night • Opposed to Lane Reduction
Speeding / Enforcement	Need to slow cars • Speed enforcement needed • NE 26 St • Andrews Av • Powerline Rd • Westside
Bike Facilities	Andrews Av: dangerous for bicyclists / separated & protected bike lanes • NE 26 St: separated & protected bike lanes • NE 26 St: uniform bike lanes • Powerline Rd: dangerous for bicyclists / separated & protected bike lanes • Citywide: Safe bike paths / lanes needed

Community Meetings

Jan 29: 13 Attendees
Jan 30: 25 Attendees



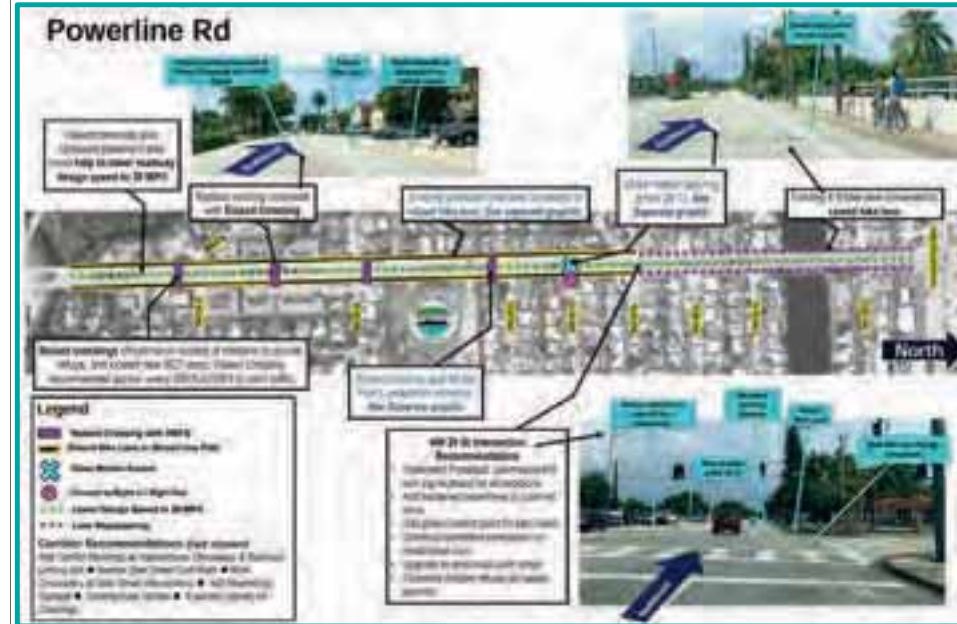
Powerline Rd: Response to FDOT Comments

- FDOT forwarded FDM excerpts for 210.3.3 Hardened Centerlines & 223.2.4.2 Sidewalk Level Separated Bicycle Lanes
 - The WM TMP recommends Hardened Centerlines (either with or without Traffic Separator) at the intersection of Powerline Rd and NW 29 St
 - The WM TMP recommends the existing bike lanes on Powerline Rd (NW 29 St to bridge) to be converted to Sidewalk Level Separated Bicycle Lanes
- FDOT email referred to TEM Chapter 5.2.5.2 for Pedestrian Hybrid Beacons
 - The WM TMP Recommendations include several raised crosswalks (including conversion of existing mid-block crosswalk to raised crosswalk).
 - In response to community feedback, the WM TMP Recommendations include a signalization / PHB at all raised crosswalks.

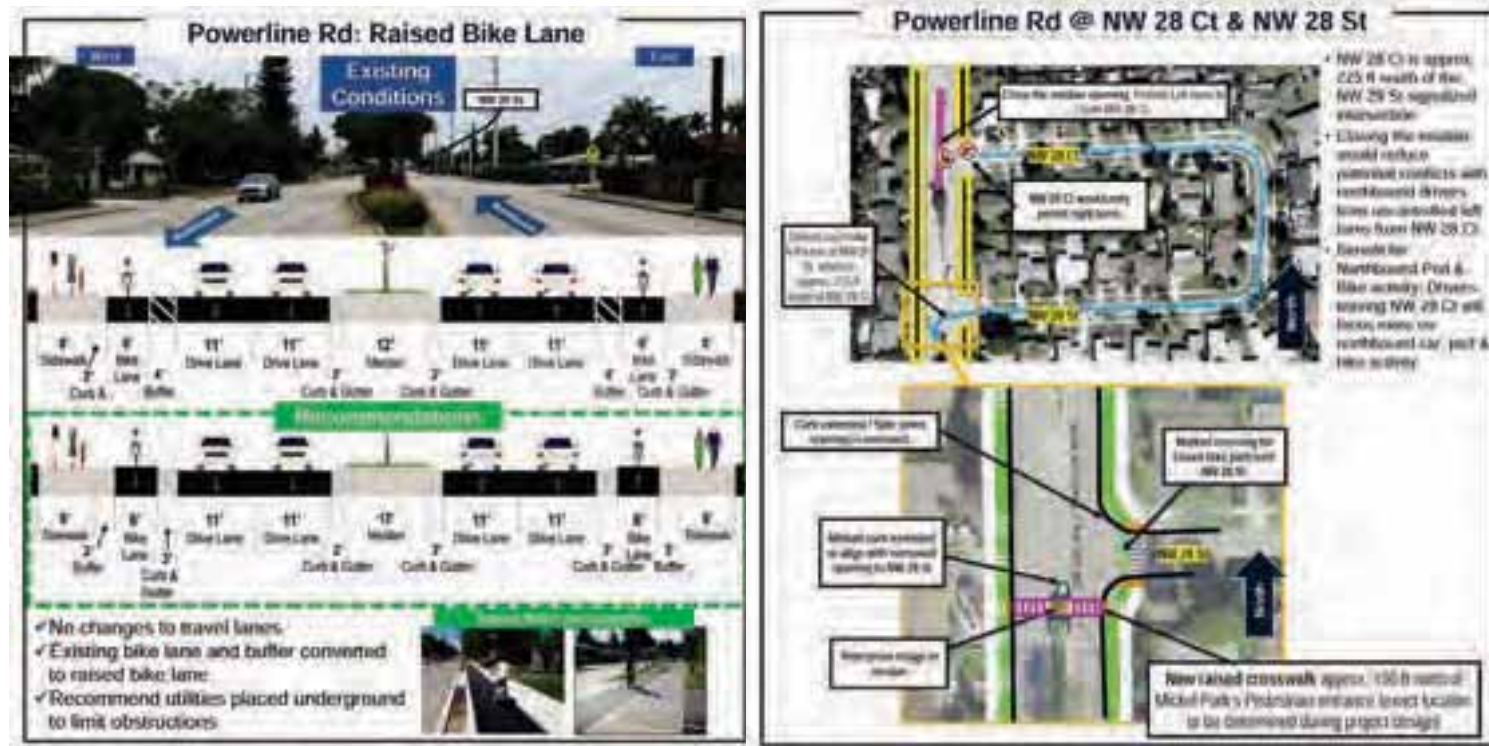
Powerline Rd

- Recommendation Goals**
- ✓ Redesign Roadway to better match surrounding Residential Land Use
 - ✓ Lower Speeds to 30 MPH
 - ✓ Limit turning conflicts

- ✓ Improved Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian and Bicycle facilities along roadway
- ✓ Improve Comfort, Safety, and Convenience of Crossings over Powerline Rd



Powerline Rd



Powerline Rd: Community Meeting Comments

Location	Comment
All	Lower landscape on median
All	Include Bus Pullouts
All	Cut through Andrews
All	I love the crosswalks with lights on Powerline. Thank you!
NW 24 St - Proposed raised crossing	Concern for driver to turn left on NW 24 St and think about the raised crossing too.
NW 28 Ct	South and North U turn to be maintained there.
NW 28 Ct	Ineffective left turn at NW 28 Ct
NW 9 Terr	Narrow Shoulders end of NW 9 Terrace and add 4 LED signs cone-way
NW 9 Terr	(Add) LED (Lights) on the 1-way only signs at the end of NW 9 Te, and narrow the entry
Oakland Park Blvd	Signal timing? Congestion at light with new configuration?
Proposed Raised Bike Lane	Why don't narrow the travel lanes? That's one of the best proven ways to safely effectively lower speeds.

From MPO Staff "Generally, everyone liked the concept...there were very little complaints or critiques....There was a request to ensure all the applications were consistent (size/colors/plant material) to give a "vibe" of Wilton Manors. One resident that lived on the horseshoe road (NW 28 Ct to NW 28 St) was against the blocked left turn. But did say there were a lot of accidents at that intersection. He blamed people using the existing bike lane as a drive lane for those crashes. Another resident that said it was a great idea, but no one was going to slow down regardless of what was done."

Dixie Hwy: Response to FDOT Comments

- FDOT email confirmed there is no existing sidewalk on the east side of roadway and new sidewalks, or pedestrian facilities would need more detailed vetting for availability of right of way and other impacts.
 - The WM TMP recommends a new raised crosswalk leading to the location with the existing sidewalk.
 - The WM TMP does not include a new sidewalk on the east ROW. Instead, the following notes will be included in the WM TMP Report:
 - “As Redevelopment Occurs...”
 - Require developers to provide parking on site with designated driveway access
 - Require developers to construct sidewalk along Dixie Highway
 - Require developers to construct sidewalk level separated bike lanes with conflict markings
 - Require developers to construct Transit stops with amenities
 - Request FDOT to construct bus islands
 - Request FDOT to construct new marked crossings with PHBs at additional locations south of the bridge and at main entrance to Publix Shopping center
 - Request FDOT to Redesign road to 30 MPH design speed and add raised crosswalks”

Dixie Hwy

Recommendation Causes

- At-grade Highway is impeding access from Wilson Manor to Cultural Park
- Create cohesive design along Dixie Hwy
- Limit Speed to 30 MPH
- Lane marking updates

Improved Access Management

- Reduce severity of crashes
- Improve Comfort and Safety of Pedestrian and Bicycle facilities along roadway
- Improve Comfort, Safety, and Convenience of Crossings over Dixie Hwy

Dixie Highway – Recommendations Examples

- Raised Crossing (multi-lane) with Hybrid Buscan
- Raised Crossing 1-Lane
- Raised Crossing with In-Road Lighting
- Defined Sidewalk
- Raised Intersection
- Check Marked Speed Advis
- Painted Bike Lane
- Mark Lane Marking
- Check Marked Speed Median with Crossing

Dixie Highway

Legend:

- New Sidewalk
- New Bike Lane
- New Transit Stop
- New Crossing
- New Intersection
- New Median
- New Lane Marking
- New Speed Limit
- New Signage
- New Landscaping
- New Street Furniture
- New Street Lighting
- New Street Art
- New Street Closures
- New Street Repairs
- New Street Widening
- New Street Narrowing
- New Street Relocation
- New Street Conversion
- New Street Closure
- New Street Opening
- New Street Renovation
- New Street Rehabilitation
- New Street Reconstruction
- New Street Replacement
- New Street Relocation
- New Street Conversion
- New Street Closure
- New Street Opening
- New Street Renovation
- New Street Rehabilitation
- New Street Reconstruction
- New Street Replacement

Dixie Hwy



Dixie Hwy

Q. Why is there no recommendation for new sidewalks on the east side Dixie Hwy, north of 5-Points?

Due to a lack of ROW and roadway drainage, the TMP does not include a recommendation for sidewalks in this area. However, the TMP Report will include long-term strategies for the City to require during redevelopment of the parcels. The strategies include requiring developers to construct sidewalks along Dixie Hwy.

5-Points

Q. Why are there no recommendations for 5-Points?

Through the Broward County Mobility Advancement Program (aka "Burtax" program) the City of Wilton Manors was awarded an intersection redesign of 5-Points to improve traffic flow and pedestrian/bicyclist safety. While the TMP does not include recommendations for 5-Points, the report will include (1) the feedback from the community about 5-Points and (2) the existing conditions.

Dixie Hwy: Community Meeting Comments

Location	Comment
All	Glad to see a step in the right direction for bike/pedestrian infrastructure here.
NE 24 St intersection	Consider sidewalk continuity onto NE 24 St – At least to (FEC) tracks.
NE 24 St intersection	4-way Stop (needed) at NE 24 St.
North of 5-Points	Protect the bike lanes. Add periodic curbs or some kind of concrete barrier or planters to separate + protect cyclist.
North of 5-Points	(Publix parking lot's south entrance and Dunkin Donuts parking lot) - Agreed dangerous!
North of 5-Points	East ROW - Underdeveloped parcels, ripe for development with a clean vision.
North of 5-Points	Relocate bus stops to align with new pedestrian crossing
South of 5-Points	Yes to sidewalk improvements, yes to green bike lanes
South of 5-Points	Lighting? Plantings?

From MPO Staff "The overall tone of the comments on recommendations south of 5-Points was very positive. Residents liked the traffic control enhancements designed to reduce operating speed and in particular the speed tables. The area was noted by several residents as having good potential for redevelopment and becoming more of an activity center given the residential development adjacent to NE 24 Street east of the FEC. For this reason, the recommendations for better defined/continuous sidewalk were seen positively."

For area north of 5-Points: "General agreement on proposal to modify access to Dunkin Doughnuts to right turn in/out; Saw value in having sidewalk on the east side of Dixie Highway but recognized the infeasibility providing a sidewalk without significant redevelopment.; Saw value in establishing a signalized midblock pedestrian crosswalk at the south end of the bridge that is designed to force pedestrian traffic traveling southbound on the east side of Dixie Highway to cross over to the west side (where continuous sidewalk exists).; Skepticism about the viability of medians due to their impact on business access and potential for Dixie Highway traffic stopping in a through lane to attempt a left or u-turn at a median opening."

Wilton Dr: Response to FDOT Comments

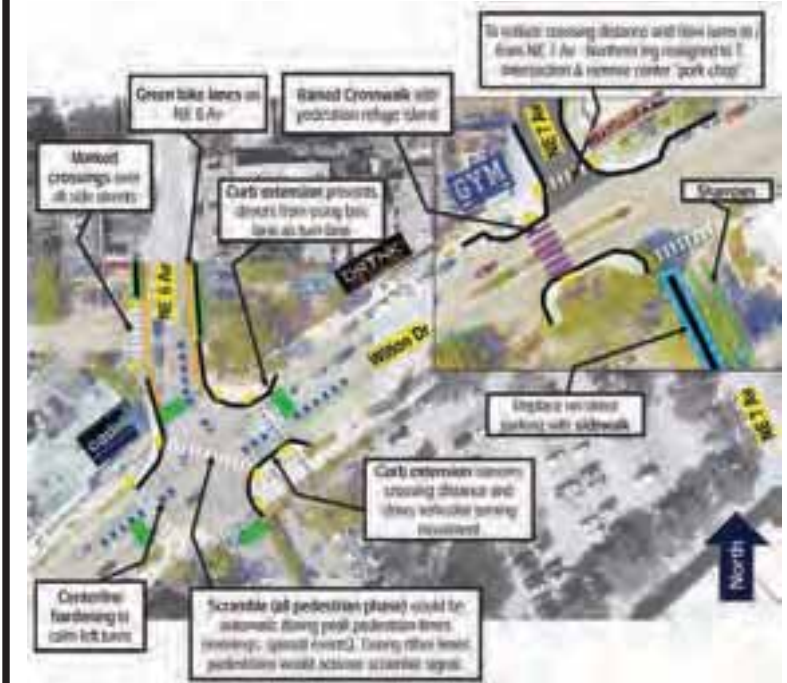
- FDOT forwarded a Memorandum (dated November 7, 2023) and emails from FDOT & Broward County Staff (Sept / Oct 2023) regarding the potential Scramble at Wilton Dr and NE 6 Av.
 - Based on activity levels and adjacent destinations, the WM TMP Recommendations include a Scramble at both NE 6 Av and NE 21 Ct
 - The scramble at NE 6 Av includes a diagonal crossing from the NW corner to the SE corner only
 - The scramble at NE 21 Ct would include two diagonal crossings
- The FDOT Memorandum also noted a field observation: "Pedestrians were seen crossing midblock just north and south of the crosswalks located at the (NE 6 Av) intersection."
 - The WM TMP Recommendations include a raised mid-block crossing approx. 235 north of the NE 6 Av intersection (at a frequent crossing location).

Wilton Dr

NE 21 Ct



NE 6 Av to NE 7 Av



Wilton Dr: Community Meeting Comments

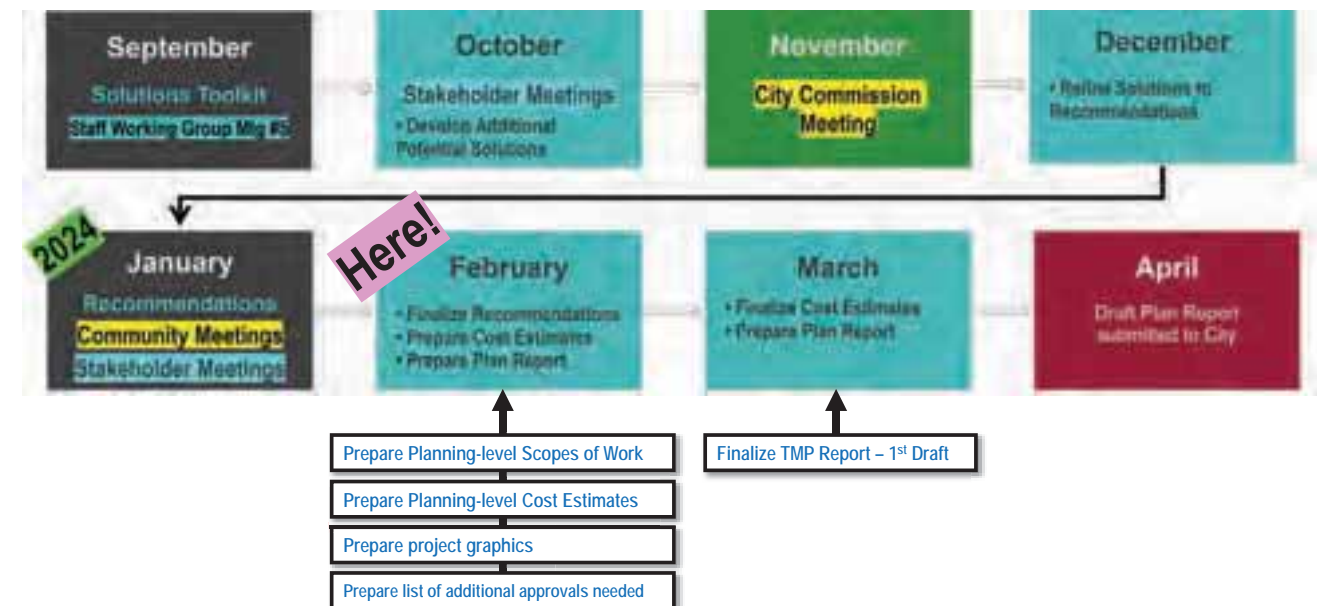
NE 21 Ct

Location	Comment
All	When building speed tables, use more graded slopes / not so sharp - I love the traffic calming but do it right
All	When projects are constructed, please consider maintenance of lane markings, and keep city (???)
All	Great concepts - Love the ideas of slowing down traffic
All	Love it!!!!!!
All	Lighting safety is a concern along NE 21 Ct.
Andrews Av to Wilton Dr.	Streetlights needed all along roadway through Wilton Dr.
Wilton Dr	Bus stops and ride share drop off - are they accommodated (like Circuit)
Wilton Dr	Ramp (needed) on curb extension from the bike lane on Wilton Dr
Wilton Dr	Pedestrian Crossing times are too short at intersection. Bollards at intersection corners.
Wilton Dr	Curb extensions are a great idea!
Wilton Dr	Love a good scramble! So progressive!
Wilton Dr	Turn on red concern. Make sure safety is a priority.
Wilton Dr	Awesome proposal! Love the scramble! Recommend (2) bike/peds options (NE& NW 21 + 24 streets)
Wilton Dr	I love this idea. Great Corner. Scramble

NE 6 Av to NE 7 Av

Location	Comment
NE 23 St at NE 6 Av	Beware of illegal left turn here! Eagle patrons getting excited?
NE 7 Av	Need pedestrian lighting on NE 7 Av
NE 7 Av	NE 7 Av needs sidewalks on both sides
Wilton Dr / crosswalk from Gym Sport bar to Shoppes of Wilton Manors parking lot	Will new crosswalk at NE 8 St be too close to this one?
Wilton Dr / crosswalk from Gym Sport bar to Shoppes of Wilton Manors parking lot	Number 1 priority for crosswalk
Wilton Dr / crosswalk from Gym Sport bar to Shoppes of Wilton Manors parking lot	Residents prefer this location for crosswalk than NE 8 Av
Wilton Dr / Shoppes of Wilton Manors	Will be 252 residential units. (approved by board) / This parking lot will be redeveloped to a mixed used.
Wilton Dr at NE 6 Av	Vehicles are using the bus lane to turn right
Wilton Dr at NE 6 Av	Positive addition of scramble for the amount of peds in area.
Wilton Dr at NE 8 Av	FDOT is adding a crosswalk in the next few months by the creamery.
From MPO Staff "Received a lot of positive feedback regarding the scramble"	

Next Steps



From: Walia, Kent <Kent.Walia@dot.state.fl.us>
Sent: Tuesday, November 14, 2023 10:37 AM
To: Karen Friedman
Cc: Todd DeJesus (DND); Andrew Riddle; Christine Fasiska; plandi@wiltonmanors.com
Subject: RE: Following up on Wilton Manors TMP / Items from Oct 12 mtg
Attachments: Wilton Drive and NE 6 Avenue - Scramble Crosswalk Pilot Program; RE: Wilton Manors TMP - Follow Up items from Oct 12 meeting re Potential Solutions; As built.pdf

Good morning, Karen.

Below and attached are the responses I gathered from staff (in **green**).

Thank you,

Kent Walia, AICP, CFM
 Planning Supervisor
 Planning and Environmental Management (PLEMO) – Policy and Mobility Planning
 Florida Department of Transportation - District 4
 3400 West Commercial Boulevard
 Fort Lauderdale, FL 33309-3421
 Telephone: 954.777.4652
 E-mail: kent.walia@dot.state.fl.us

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Tuesday, November 14, 2023 8:25 AM
To: Walia, Kent <Kent.Walia@dot.state.fl.us>
Cc: 'Pamela Landi' <plandi@wiltonmanors.com>; DeJesus, Todd <TDeJesus@wiltonmanors.com>; Andrew Riddle <riddlea@browardmpo.org>
Subject: Following up on Wilton Manors TMP / Items from Oct 12 mtg

EXTERNAL SENDER: Use caution with links and attachments.

Kent –

Good morning. I am checking in on the below items from our Oct 12th meeting re the Wilton Manors TMP:

1. **Powerline Rd:** **Please send** a copy of the as-builts for Powerline Rd from the 2017 Bike Lane improvements project.
 - **Please see attached.**
2. **Powerline Rd:** **Please advise** what approvals or variances were required for the raised, signalized pedestrian crossings on Orange Blossom Trail (District 5 / Orlando) – photos of signalized pedestrian crossing attached.

- The signalized pedestrian crossing featured on the picture is a Pedestrian Hybrid Beacon (PHB). A PHB is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or a highway at a marked crosswalk. It is also known as high intensity activated crosswalk (HAWK). The Traffic Engineering Manual (TEM) describes the conditions for the installation of a PHB such as location characteristics, volume of pedestrians, gaps in traffic, speeds, and others. See TEM Chapter 5.2.5.2 Criteria for Beacons and Signals. See also MUTCD Chapter 4F Pedestrian Hybrid Beacons for Application, Design and Operations of these devices.
 - For more information about the D5 installation feel free to contact District 5 District Traffic Operations Engineer (D5 DTOE) is Jim Wood Jim.Wood@dot.state.fl.us District 5 Assistant Traffic Operations Engineer is Michael Sanders Michael.Sanders@dot.state.fl.us
3. **Hardened Centerlines:** Below are links with additional Information and graphics about hardened centerlines. **Please advise** feedback from FDOT Design Staff on this treatment.
 - <https://www.iihs.org/news/detail/simple-infrastructure-changes-make-left-turns-safer-for-pedestrians>
 - <https://experience.arcgis.com/experience/769bd85416ff4e46bf3cb78a67ed4640/page/Hardened-Centerlines/>
 - <https://www.seattle.gov/transportation/projects-and-programs/safety-first/vision-zero/projects/hardened-centerlines>
 - **See email attached.**
 4. **Dixie Hwy (Ped / bike facilities east ROW, north of 5-Points):** **Please advise** FDOT's recommended improvements for ped / bike facilities for this portion of N. Dixie Hwy
 - **See email attached.**
 5. **Wilton Dr (Intersection at NE 6 Av):** *At our meeting with Broward County on Oct 17* County Staff mentioned they recently received potential improvements for this intersection from FDOT and provided comments to FDOT. **Please send** the potential improvements FDOT is considering for this intersection and any comments received.
 - **On November 9, 2023, an email was sent to the City of Wilton Manor with a Memo describing the coordination that has taken place between FDOT and BCTED for the implementation of an exclusive Pedestrian Phase at the intersection of Wilton Dr and NE 6th Ave. I have attached the Memo here for your information. I have also attached here the email I sent to the City, for your information.**
 6. At the end of the meeting you mentioned that an **additional meeting with FDOT Staff** may be beneficial. **Please advise** if you would like me to set up a Doodle and I can send to you?
 - **Sure. Would January after the holidays work? Or does it need to be sooner?**

Sincerely,

Karen Friedman, AICP
 Senior Transportation Planner



Trade Centre South
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181
(954) 876-0039 Office
Florida Relay Service 711
FriedmanK@BrowardMPO.org

For more information on activities and projects of the Broward MPO, please visit:
BrowardMPO.org and while you're there, follow us on Social Media.

To subscribe to our e-Blasts, [click here](#).

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact: Hannah Bourgeois, Public Outreach Officer/Title VI Coordinator at (954) 876-0053 or bourgeois@browardmpo.org Please Note: Florida has a very broad public records law. Most written communications to or from Broward MPO officials and/or employees regarding Broward MPO business are public records, and are available to the public and media upon request. Your e-mail communications, including your email address, may therefore be subject to public disclosure. This message, together with any attachments, is intended only for the addressee. It may contain information which is legally privileged, confidential and exempt from public disclosure. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, use, or any action or reliance on this communication is strictly prohibited. If you have received this e-mail in error, please notify the Broward MPO immediately by telephone (954) 876-0033 or by return e-mail and delete the message, along with any attachments.

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From: Rodrigues, Nadir <Nadir.Rodrigues@dot.state.fl.us>
Sent: Thursday, November 9, 2023 8:15 AM
To: Larchacki@wiltonmanors.com
Cc: Tabassum, Anika; Leigh Ann Henderson; darchacki@wiltonmanors.com; Overton, Jonathan; Rasem Awwad; d'Anjou, Yves
Subject: Wilton Drive and NE 6 Avenue - Scramble Crosswalk Pilot Program
Attachments: Memo_WiltonDriveand6thAvenue_11072023_FINAL.pdf

Hello LeeAnn,

The City of Wilton Manors has expressed an interest in having a modified signal timing control at the intersection of Wilton Drive and NE 6th Avenue. FDOT has coordinated with Broward County Traffic Engineering (BCTED) on the feasibility of this implementation.

Attached is a technical memorandum describing the proposed project and the steps to accomplish it.

We kindly ask that you review the memo and let us know when would be a good time to have a meeting to discuss the steps moving forward.

Best Regards,

Nadir F. Rodrigues, P.E., CPM
Traffic Services Program Engineer
Florida Department of Transportation – District 4 Traffic Operations
Nadir.Rodrigues@dot.state.fl.us 954-777-4156
Working Hours: Monday thru Thursday 7:00AM to 5:30PM

From: d'Anjou, Yves <YDANJOU@broward.org>
Sent: Tuesday, September 26, 2023 8:14 AM
To: O'Keefe, Marc <Marc.OKeefe@dot.state.fl.us>; Brunner, Scott <SBrunner@broward.org>
Cc: Awwad, Rasem <RAWWAD@broward.org>; Zhu, Charlie <CZHU@broward.org>; Vickers, Alex <avickers@broward.org>; Martinez, Rebecca <REMARTINEZ@broward.org>; Kleinedler, John <JKLEINEDLER@broward.org>; Caratozzolo, Carmelo <CCARATOZZOLO@broward.org>; Rodrigues, Nadir <Nadir.Rodrigues@dot.state.fl.us>
Subject: RE: Wilton Drive and NE 6 Avenue - Scramble Crosswalk Pilot Program

Good Morning Marc,

County staff met to discuss this project and we offer the following recommendations on how to proceed:

- FDOT should re-assess the proposed installation of Blank-out NTOR (symbols, not words).
- If Blank-out NTOR signs are used, LPI's should not be used (not necessary).
- APS on all corners if possible, FDOT should research the possibility of utilizing the Accessible Pedestrian System (APS) with more than one audible message. If the all-way pedestrian

operation is deployed per time-of-day, can the APS provide the audible message for the concurrent vehicle phases and an additional message for the all-way pedestrian operation.

- Time/hours of operation – TED proposes 6 pm to 3 am, based on our local knowledge. FDOT should consult with City and then make a final recommendation on the TOD schedule.
- FDOT to provide and install a new signal cabinet, per Broward County specifications, which will be required to implement the all-way pedestrian phase. Blank-out signs, APS systems and Trial advisory signs should also all be installed by FDOT as part of a pushbutton contract. To include design and structural analysis of mast arms.
- City to provide community outreach.
- City to complete Before & After study. The results of the study will help shareholders to determine if Phase 2 (diagonal crosswalks/scramble operation) is to be installed.
- County will implement modifications only after receiving written authorization from FDOT.
- County will implement local and system timing modifications to implement all-way pedestrian phasing as agreed to by all parties.
- County will program and rewire controller cabinet assembly as needed to implement revised timing plan.
- County will provide adjustments to signal timing as warranted during the trial period.

Regards,
Yves



Yves d'Anjou, P.E.
Systems Engineering Supervisor
Broward County Public Works Department
TRAFFIC ENGINEERING DIVISION
2300 W. Commercial Boulevard
Ft. Lauderdale, FL 33309
(954) 847-2600
ydanjou@broward.org
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From: O'Keefe, Marc <Marc.Keefe@dot.state.fl.us>
Sent: Friday, September 22, 2023 7:49 AM
To: Brunner, Scott <SBrunner@broward.org>; d'Anjou, Yves <YDANJOU@broward.org>
Cc: Awwad, Rasem <RAWWAD@broward.org>; Zhu, Charlie <CZHU@broward.org>; Vickers, Alex <AVICKERS@broward.org>; Martinez, Rebecca <REMARTINEZ@broward.org>; Kleinedler, John <JKLEINEDLER@broward.org>; Caratozzolo, Carmelo <CCARATTOZZOLO@broward.org>; Rodrigues, Nadir <Nadir.Rodrigues@dot.state.fl.us>
Subject: RE: Wilton Drive and NE 6 Avenue - Scramble Crosswalk Pilot Program

Good Morning Scott,

Thank you for the response. No worries about the delay just glad you are back and well. It is great to know that Broward County is on-board and supportive of this initiative to look at implementing an all-

exclusive pedestrian phase with potential scramble at this location.

Also, thank you Yves for coordinating with me and developing some preliminary recommendations with the team.

I thank all of you for your assistance with this.
And, hope everyone has a great weekend!

Marc O'Keefe

Pedestrian and Bicycle Safety Specialist
Florida Department of Transportation – Traffic Operations
Email: Marc.Keefe@dot.state.fl.us
Phone: 954-777-4616



From: d'Anjou, Yves <YDANJOU@broward.org>
Sent: Thursday, September 21, 2023 8:42 AM
To: O'Keefe, Marc <Marc.Keefe@dot.state.fl.us>
Cc: Brunner, Scott <SBrunner@broward.org>; Awwad, Rasem <RAWWAD@broward.org>; Zhu, Charlie <CZHU@broward.org>; Vickers, Alex <avickers@broward.org>; Martinez, Rebecca <REMARTINEZ@broward.org>; Kleinedler, John <JKLEINEDLER@broward.org>; Caratozzolo, Carmelo <CCARATTOZZOLO@broward.org>
Subject: RE: Wilton Drive and NE 6 Avenue - Scramble Crosswalk Pilot Program

EXTERNAL SENDER: Use caution with links and attachments.

Good Morning Marc,

TED staff will meet internally to develop our recommendations on how to proceed. I will follow-up with you once we have a consensus. Thank you.

Regards,



Yves d'Anjou, P.E.
Systems Engineering Supervisor
Broward County Public Works Department
TRAFFIC ENGINEERING DIVISION

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 (954) 847-2600
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From: Brunner, Scott <SBrunner@broward.org>
Sent: Wednesday, September 20, 2023 2:51 PM
To: O'Keefe, Marc <Marc.Keefe@dot.state.fl.us>; Awwad, Rasem <RAWWAD@broward.org>; d'Anjou, Yves <YDANJOU@broward.org>; Zhu, Charlie <CZHU@broward.org>; Vickers, Alex <AVICKERS@broward.org>; Martinez, Rebecca <REMARTINEZ@broward.org>; Kleinedler, John <JKLEINEDLER@broward.org>; Caratozzolo, Carmelo <CCARATZZOLO@broward.org>
Subject: Re: Wilton Drive and NE 6 Avenue - Scramble Crosswalk Pilot Program

Good afternoon Marc,

First, my apologies, I have had some extended medical leave over the last few months and I believe I missed your original email. Broward County staff is very supportive of pilot, testing pedestrian safety, improvements, such as an all way, pedestrian scramble, phase, which has so far typically been a all red phase for concurrent pedestrian crossing maneuvers. Without knowing all the details, this location is likely a good candidate for such a program. I am going to ask Yves d'Anjou and others of our office to work directly with you to see if we can implement the program, and the conditions to which it is implemented. It is possible some special controller modifications may be required, but we can investigate that at the appropriate time.

By copy of this email, I will ask Yves to reach out to you. And again, I apologize for the delayed response.

Sincerely,

Scott Brunner, P.E.
 Director
 Broward Co. Traffic Engineering Division
 (954) 847-2601
sbrunner@broward.org

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From: O'Keefe, Marc <Marc.Keefe@dot.state.fl.us>
Sent: Wednesday, July 26, 2023 11:56:42 AM
To: Brunner, Scott <SBrunner@broward.org>
Subject: Wilton Drive and NE 6 Avenue - Scramble Crosswalk Pilot Program

Good morning Mr. Brunner,

I hope this email finds you well.

We have reviewed the potential for a scramble crosswalk pilot program at the intersection of Wilton Drive and NE 6 Avenue. Please see attached for memorandum. Recommendations include for implementation of an all-red exclusive pedestrian phase as the first phase.

We would like your input and if could please review and provide any comments it would be most helpful, especially with regards to prioritization following previous pilot program at Commercial Boulevard and SR A1A included as Appendix.

Please let me know if you have any questions or concerns.
 Great, thank you in advance!

Marc O'Keefe

Pedestrian and Bicycle Safety Specialist
 Florida Department of Transportation – Traffic Operations
 Email: Marc.Keefe@dot.state.fl.us
 Phone: 954-777-4616



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MEMORANDUM

TO: Nadir Rodrigues, P.E., District 4 – Traffic Services Program Engineer
DATE: November 7, 2023
FROM: Anika Tabassum, E.I., Pedestrian & Bicycle Safety Specialist
SUBJECT: SR 811/Wilton Drive and NE 6 Avenue
Scramble Crosswalk Pilot Program
(Section No. 86170000 at MP 1.409)

INTRODUCTION

The Florida Department of Transportation (FDOT) District 4 received a request from the City of Wilton Manors (City) to install a 'Scramble Crosswalk' at the intersection of SR 811/Wilton Drive and NE 6 Avenue (Section No. 86170000 at MP 1.409). A scramble crosswalk, also known as diagonal crosswalk, provides a walk signal to pedestrians in all directions including diagonally while drivers are stopped at all approaches of the intersection.

On October 28, 2022 a coordination meeting was held with FDOT and Broward County Traffic Engineering Division (BCTED) staff to discuss the City's request. During the meeting, BCTED provided guidance on the process that was followed to implement an exclusive pedestrian phase, that currently exists, for the intersection of SR 870/Commercial Boulevard at SR A1A and the email correspondence is attached in **Appendix A**. The outcome of the meeting was for FDOT to evaluate the City's request and to request the City to perform public outreach and education.

This memorandum has been prepared to document desktop analysis, pedestrian counts and field review, best practices research, and recommendations. The request correspondence is included in **Appendix B**.

An aerial map depicting the location of the intersection of SR 811/Wilton Drive and NE 6 Avenue is provided in **Figure 1**.

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Figure 1 SR 811/Wilton Drive and NE 6 Avenue



Existing Roadway Characteristics

SR 811/Wilton Drive is a two-lane roadway with no raised center median in the vicinity of the study intersection and a posted speed limit of 30 miles per hour (mph). The context classification for SR 811/Wilton Drive is C4-Urban General. Sidewalk, bicycle lane, and on-street parking are present on both sides of the roadway. There are bus stops with dedicated bus bays on both sides of the roadway immediately east of the study intersection.



NE 6 Avenue is a county owned two-lane roadway with no raised median in the vicinity of the study intersection and a posted speed limit of 30 miles per hour (mph). The context classification for NE 6 Avenue is C4-Urban General. Sidewalks are present on both sides of the roadway.





The south leg of the intersection consists of a driveway that provides ingress and egress to the Shoppes of Wilton Manors Plaza. A pedestrian pathway is provided on the west side of the driveway.

Area Characteristics

There currently exists activity areas adjacent to SR 811/Wilton Drive on both sides of the roadway. These activity areas consist of commercial strip plazas, restaurants, lounges, and bar clubs. During the weekend, these activity areas provide ample entertainment options which produce a lively night life, which pedestrians and bicyclists access using existing infrastructure in the area including crosswalks at the study intersection.

Intersection Existing Infrastructure

SR 811/Wilton Drive at NE 6 Avenue (study intersection) is signal controlled with left-turn lanes and one (1) shared-through plus right turn lane for all approaches. Special emphasis crosswalks with count down pedestrian signals are provided for all four (4) legs of the intersection. "NO TURN WHEN PEDESTRIANS IN CROSSWALK" sign is provided for the southbound approach and installed on the south leg mast arm.

Proposed Development

There is a proposed re-development that would be located at the southeast corner of the study intersection. The re-development is expected to include commercial and a new municipal parking garage. This re-development is expected to attract additional pedestrian and bicycle activity at this intersection. Additionally, commercial use to the west is also being considered for re-development with no current plans.

[THIS SPACE WAS INTENTIONALLY LEFT BLANK]

Pedestrian & Bicycle Counts

Pedestrian and bicycle volume counts were collected at the study intersection on a typical weekday and are summarized in **Table 1** and the data collection sheet is included in **Appendix C**.

Table 1 Pedestrian and Bicycle Counts

Duration	North Leg	South Leg	East Leg	West Leg	Total Combined
Thursday, June 8, 2023					
8:00 - 9:00 AM	7	2	30	25	64
12:00 - 1:00 PM	11	15	21	13	60
4:00 - 5:00 PM	23	6	16	13	58
Total 3-Hours	41	23	67	51	182

Field Observations

Field observations were conducted on Wednesday, June 7, 2023 and Thursday, June 8, 2023 to analyze existing safety issues and the potential for an exclusive pedestrian phase at the intersection of SR 811/Wilton Drive and NE 6 Avenue.

During field review, the following safety issues and concerns were identified:

- Multiple pedestrians were observed conflicting with eastbound right turning vehicles into the driveway.
- Pedestrians were seen crossing midblock just north and south of the crosswalks located at the intersection.

SIMILAR INFRASTRUCTURE

Existing Scramble Crosswalks in Miami, Florida

Scramble crosswalks were implemented in the City of Miami at the intersection of US 1/Brickell Avenue (Section No. 87030000, MP 10.221) and SR 41/SE 8 Street (Section No. 87120000, MP 18.121). Discussions were held with Tiffany Gehrke, State Complete Streets Coordinator, FDOT Central Office to obtain information on its operations. The summary of the discussion is as follows:

- Prior to installing the 'NO RIGHT TURN ON RED' signs and the scramble crosswalks, the intersection operated with an exclusive pedestrian phase.
- Due to the high volume of pedestrian and bicycle activities at the intersection, the scramble crosswalks were installed.
- Modifying the curb ramps was not needed for the proper installation of the scramble crosswalks.
- 'NO RIGHT TURNS ON RED' signs were installed for all legs of the intersection before the scramble crosswalks were installed. Complaints about the signs were received only from vehicles making a westbound right turn, leading to its change into a Blank-out sign.

From: Salisbury, Brad <Brad.Salisbury@dot.state.fl.us>
Sent: Tuesday, October 31, 2023 9:09 AM
To: Walia, Kent; Overton, Jonathan; Le, Thuc H.
Cc: Christine Fasiska; Rodrigues, Nadir
Subject: RE: Wilton Manors TMP - Follow Up items from Oct 12 meeting re Potential Solutions

Kent,

For Hardened Centerlines, these are the standard FDOT treatment at intersections where it is not possible to provide a pedestrian refuge island – placement at existing intersections need to take vehicular turning movements into account so they may not always be feasible to install. See 3 Florida Design Manual excerpts below.

For the Dixie Hwy bike/ped facilities north of 5 points, there is no existing sidewalk on the east side. This addition would need more detailed vetting for availability of right of way and other impacts. For the sidewalk level separated bike lanes, the FDM has new guidance on these. See the 2 FDM excerpts below. The standard width for this treatment from the back of curb is a 2' buffer, 5' bike lane (8' for two-way bike traffic), 2' buffer, and a 6' sidewalk. Again, this proposal would need more detailed vetting and availability of sufficient RW.

210.3.3 Hardened Centerlines

Hardened Centerlines are an extension of the traffic separator or centerline past the crosswalk. Hardened Centerlines improve pedestrian safety by reducing the turning speeds of left-turning motorists and by improving their approach angle to the crosswalk to increase pedestrian visibility. See *FDM 222* for more information on Pedestrian Facilities.

Provide a hardened centerline where it is not possible to provide a pedestrian refuge island.

The nose extension can be no less than 2 feet long and must provide 1-foot of clear distance from the edge of the crossing traffic lane or bicycle lane. A 6-foot nose extension is preferred, but the designer can adjust the length to balance control of the left turning vehicle with the design vehicle turning path.

Where applicable, space multiple tubular markers a minimum of 2 feet and a maximum of 5 feet apart. Provide tubular markers for a minimum of 25 feet along the traffic separator or centerline approaching the crosswalk.

If tubular markers on the nose extension are not practicable to accommodate sight distance or turning radii, use a "channelizing curb" for the nose extension. Use *Developmental Specification Dev703* for channelizing curb. Detail channelizing curb in the plans showing the length of the nose extension as described above. Channelizing curb products are typically prefabricated in 6-foot lengths with additional length for the endcaps.

Hardened centerlines may be used with offset left turn lanes.

210 – Arterials and Collectors

Figure 210.3.6 Hardened Centerline with Traffic Separator

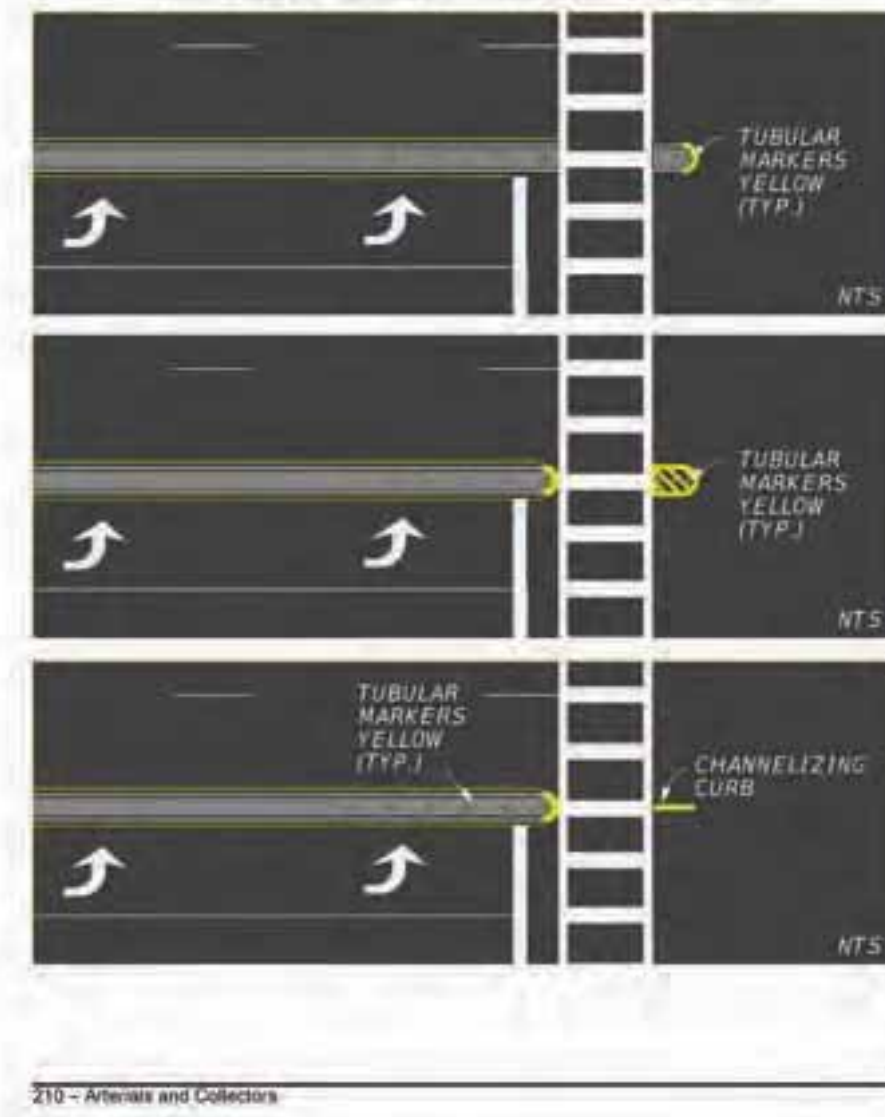
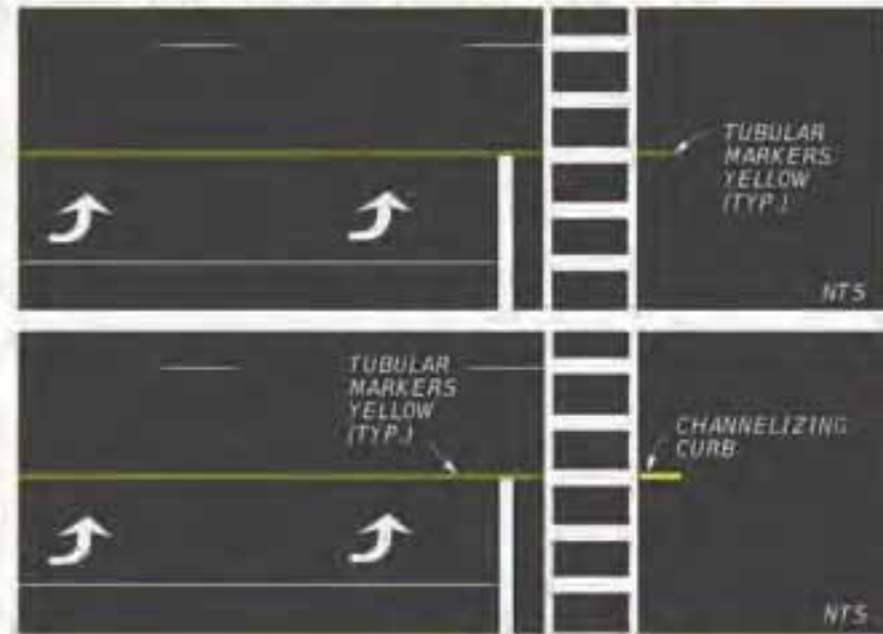


Figure 210.3.7 Hardened Centerline without Traffic Separator



223.2.4.2 Sidewalk Level Separated Bicycle Lanes

Sidewalk level separated bicycle lanes (sidewalk level SBLs), also known as raised bicycle lanes, are exclusive bicycle facilities located at sidewalk level directly adjacent to the roadway.

Use the following criteria when designing sidewalk level SBLs:

- In C2T, C4, C5, or C6 where design speed is 35 mph or less, use urban side path criteria per FDM 224 for the following elements. In other conditions, use Shared Use Path criteria for these elements.
 - Horizontal Clearance
 - Vertical Clearance
 - Design Speed
 - Horizontal Alignment
 - Separation from Roadway
 - Longitudinal Grades
 - Cross Slopes
- Follow the width criteria in **Table 223.2.1**
- When adjacent to a sidewalk, provide a 2-foot detectable buffer (e.g. grass strip or textured pavement) between the sidewalk and separated bicycle lane. A 1-foot detectable buffer may be used in constrained conditions.

A sidewalk level bike lane does not substitute for a sidewalk, where a sidewalk is required. See **Figure 223.2.2** for an example of a sidewalk level bike lane.

Figure 223.2.2 Example of Sidewalk Level Bicycle Lane



Topic #B25-000-002
FDOT Design Manual

January 1, 2024

Use the following minimum separated bicycle lane widths in **Table 223.2.1** along one-way and two-way separated bicycle lane facilities under constrained conditions:

Table 223.2.1 Minimum Separated Bicycle Lane Widths

One-Way Facility	Width (feet)
Between drop curbs, types E or B curbs, at sidewalk level, or adjacent to one type F or D curb	5
Between two type F or D curbs	8
Two-Way Facility	Width (feet)
Between drop curbs, types E or B curbs, or at sidewalk level	8
Adjacent to one type F or D curb	9
Between two type F or D curbs	10
Notes:	
(1) A continuous barrier is treated the same as a type F or D curb.	

223.2.5 Separated Bicycle Lane (SBL) Curb Types

Selecting the appropriate curb type is important when designing separated bicycle lanes and street buffer zones. Increased risks of bicycle wheel or pedal strikes and crashes can be influenced by the curb type. The curb angle and curb height can have an impact when exiting the bicycle lane, accessing parking, and determining risk of encroachment by motor vehicles. **Figure 223.2.4** illustrates and describes curb types used for separated bicycle lanes.

Thanks,

Brad Salisbury, P.E.
Design Project Manager
Florida Department of Transportation - District 4
3400 West Commercial Blvd.
Fort Lauderdale, Florida 33309
Office: 954-777-4160
Email: brad.salisbury@dot.state.fl.us

From: Walia, Kent <Kent.Walia@dot.state.fl.us>
Sent: Tuesday, October 31, 2023 7:58 AM
To: Overton, Jonathan <Jonathan.Overton@dot.state.fl.us>; Salisbury, Brad <Brad.Salisbury@dot.state.fl.us>; Le, Thuc H. <Thuc.Le@dot.state.fl.us>
Cc: Fasiska, Christine <Christine.Fasiska@dot.state.fl.us>; Rodrigues, Nadir <Nadir.Rodrigues@dot.state.fl.us>
Subject: FW: Wilton Manors TMP - Follow Up items from Oct 12 meeting re Potential Solutions

Good morning,
The Broward MPO is working on a Transportation Master Plan for the City of Wilton Manors, and I have been tasked as the point of contact to help answer some of their questions for FDOT. At our last meeting on 10/12, the MPO and Wilton Manors staff produced the

following questions based on some of their earlier assessment of the transportation needs and opportunities for the City (see below).

At your convenience, please view the attached PowerPoint presentation and provide a response to the questions next to your name below. When viewing the PowerPoint, please look at some of the design solutions they are proposing. Please consider how feasible or unfeasible some of their ideas may be and provide comments. Please provide your comments to me by Monday, November 13th. If needed, we can meet internally before providing the comments to the MPO. If you have any questions, feel free to call me at extension 4652, and I can help explain their request.

Thanks again, I really appreciate your help!

Kent Walia, AICP, CFM
Planning Supervisor
Planning and Environmental Management (PEMO) – Policy and Mobility Planning
Florida Department of Transportation - District 4
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309-3421
Telephone: 954.777.4652
E-mail: kent.walia@dot.state.fl.us

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Tuesday, October 24, 2023 12:20 PM
To: Walia, Kent <Kent.Walia@dot.state.fl.us>
Cc: 'Pamela Landi' <plandi@wiltonmanors.com>; DeJesus, Todd <TDeJesus@wiltonmanors.com>; Andrew Riddle <riddlea@browardmpo.org>; Jessica Josselyn <jjosselyn@kittelson.com>; Chris Romano <cromano@kittelson.com>
Subject: Wilton Manors TMP - Follow Up items from Oct 12 meeting re Potential Solutions

EXTERNAL SENDER: Use caution with links and attachments.

Kent – Good afternoon.

Thank you (Christine and John too) for attending the Oct. 12th meeting to discuss the Potential Solutions for the FDOT-Owned roadways in the Wilton Manors Transportation Master Plan. We really appreciate all the feedback / discussion.

Below is a list of follow-up items from that meeting:

- Powerline Rd:** Please send a copy of the as-builts for Powerline Rd from the 2017 Bike Lane improvements project (Thuc, possibly FM 428731-1 or 431665-1)
- Powerline Rd:** Please advise what approvals or variances were required for the raised, signalized pedestrian crossings on Orange Blossom Trail (District 5 / Orlando) – photos of signalized pedestrian crossing attached. (John Overton)
- Hardened Centerlines:** Below are links with additional information and graphics about hardened centerlines. Please advise feedback from FDOT Design Staff on this treatment. (John Olson or John Overton)
<https://www.iihs.org/news/detail/simple-infrastructure-changes-make-left-turns-safer-for-pedestrians>
<https://experience.arcgis.com/experience/769bd85416ff4e46bf3cb78a67ed4640/page/Hardened-Centerlines/>
<https://www.seattle.gov/transportation/projects-and-programs/safety-first/vision-zero/projects/hardened-centerlines>
- Dixie Hwy (Ped / bike facilities east ROW, north of 5-Points):** Please advise FDOT's recommended improvements for ped / bike facilities for this portion of N. Dixie Hwy. (Brad Salisbury)
- Wilton Dr (Intersection at NE 6 Av):** *At our meeting with Broward County on Oct 17* County Staff mentioned they recently received potential improvements for this intersection from FDOT and provided comments to FDOT. Please send the potential improvements FDOT is considering for this intersection and any comments received. (John Overton)
- At the end of the meeting, you mentioned that an additional meeting with FDOT Staff may be beneficial. Please advise if you would like me to set up a Doodle and I can send to you? (Kent Walia)

Please Note: A copy of the presentation from the Oct 12th meeting, as well as other project information, is available on the BMO's project website (scroll to the bottom for Resources and Documents) <https://www.browardmpo.org/plans/city-of-wilton-manors>

Please let me know if you have any questions.

Sincerely,



For more information on activities and projects of the Broward MPO, please visit: BrowardMPO.org and while you're there, follow us on Social Media.

To subscribe to our e-Blasts, [click here](#).

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Nadir Rodrigues, P.E.
FDOT District 4 – Traffic Services Engineer
November 7, 2023

- Crossing the intersection diagonally takes pedestrians more time compared to crossing the concurrent crosswalks. Pedestrian signal timings were adjusted to match the scramble crossing times in order to observe driver reactions before the scramble crosswalks were installed. However, the drivers did not seem to notice the extended pedestrian crossing time.
- Later, the scramble crosswalks were installed, and no complaints have been received lately.

Figure 2 Scramble Crosswalks in Miami, FL (Looking eastbound)



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RECOMMENDATIONS

The recommendations provided by FDOT are in two stages. Phase 1 will introduce an exclusive pedestrian phase with additional features which includes Blank-out signs and Accessible Pedestrian System (APS). Phase 2 includes the scramble crosswalks, including potential re-construction of intersection to accommodate the scramble crosswalks. BCTED has also provided recommendations on how to proceed with the pilot program and the email correspondence is attached in **Appendix D**.

Phase 1

The first phase should include the implementation of an exclusive pedestrian phase. In addition, the following are recommended as part of the phase:

Recommendations for FDOT are as follows:

- FDOT to reassess the proposed installation of Blank-out “NO TURN ON RED” (NTOR) sign (symbols, not words).
- If Blank-out NTOR signs are used, LPI’s should not be used (not necessary).
- FDOT to install APS on all corners, if possible, FDOT to research the possibility of utilizing the APS with more than one audible message. If the all-way pedestrian operation is deployed per time-of-day, FDOT to research if the APS can provide the audible message for the concurrent vehicle phases and an additional message for the all-way pedestrian operation.
- FDOT to consult with City and make a final recommendation on the time/hours of operation. BCTED proposes 6 pm to 3 am, based on their local knowledge.
- FDOT to provide and install a new signal cabinet, per Broward County specifications, which will be required to implement the exclusive pedestrian phase.
- FDOT to install Blank-out signs, APS and Trial advisory signs as part of a pushbutton contract. FDOT to include design and structural analysis of the mast arms.
- FDOT to consult with the City and make a final recommendation on the duration of Phase 1.

Recommendations for BCTED are as follows:

- County to implement modifications only after receiving written authorization from FDOT.
- County to implement local and system timing modifications to implement exclusive pedestrian phasing as agreed to by all parties.
- County to program and rewire controller cabinet assembly as needed to implement revised timing plan.
- County to provide adjustments to signal timing as warranted during the trial period.

Recommendations for City are as follows:

- City to provide community outreach.
- City to provide electronic variable message sign trailers at least 48 hours before, and at least 48-hours after the start of the pilot program alerting motorists to the phasing change. The electronic message should be approved by FDOT.
- City to complete Before & After study. The results of the study will help shareholders to determine if Phase 2 (scramble crosswalks) is to be installed.

Phase 2

This phase includes the implementation of the scramble crosswalks. Installation of scramble crosswalks might include modifications of pavement striping, curb ramps and pedestrian signal locations.

Appendix A

Archived: Wednesday, October 25, 2023 2:07:34 PM

From: [Brunner, Scott](#)

Sent: Mon, 29 Apr 2013 18:25:25

To: Joaquin@traftech.biz

Cc: [Overton, Jonathan](#), [Plass, Mark](#), [Zhu, Charlie](#)

Subject: RE: Pedestrian Enhancement Project - Commercial Blvd @ SR-A1A

Importance: Normal

Sensitivity: None

Joaquin,

I concurred with just about all the feedback provided by the Town, and thank them for their efforts and cooperation on the public involvement issues – I think those efforts will help tremendously.

I also clarified some of the remaining issues in blue font text below. Since this involves State Roadways, the County's "before" and "after" study criteria is based solely on the data we wish we would have had on the Las Olas pilot, and is data that we think both FDOT and the Town would want to have available to evaluate the success of the program. From a strict jurisdictional sense, the County can only suggest which "before" and "after" studies need to be performed – FDOT has the final say regarding what they want prior to allowing the County, as the maintaining agency, to implement the signal timing changes on the State system.

I'm available if you still have any questions. Thanks.

Scott S. Brunner, P.E.

Director

Broward County Public Works Department

TRAFFIC ENGINEERING DIVISION

2300 W. Commercial Boulevard

Ft. Lauderdale, FL 33309

(954) 847-2600 (office)

sbrunner@broward.org

From: Joaquin Vargas [<mailto:joaquin@traftech.biz>]

Sent: Wednesday, April 17, 2013 1:12 PM

To: Brunner, Scott

Cc: 'Overton, Jonathan'; 'Plass, Mark'

Subject: FW: Pedestrian Enhancement Project - Commercial Blvd @ SR-A1A

Scott,

The responses to your questions/comments from the Town of Lauderdale-By-The-Sea are below. Let me know when we can

Speak so we can finalize the remaining items before we implement the pedestrian enhancements.

Joaquin

From: Connie Hoffmann [<mailto:ConnieH@lauderdalebythesea-fl.gov>]
Sent: Tuesday, April 16, 2013 5:01 PM
To: Joaquin Vargas
Subject: RE: Pedestrian Enhancement Project - Commercial Blvd @ SR-A1A

Joaquin,

My responses & questions regarding Scott Bruner's requests are embedded in his email below in red ink.



CONNIE HOFFMANN

Town Manager
4501 N. OCEAN DRIVE,
LAUDERDALE-BY-THE-SEA, FL 33308

Phone: 954-640-4200 • Fax: 954-640-4236

connieh@lbts-fl.gov www.lbts-fl.gov

From: Joaquin Vargas [<mailto:joaquin@traftech.biz>]
Sent: Monday, April 15, 2013 6:55 AM
To: Connie Hoffmann
Subject: FW: Pedestrian Enhancement Project - Commercial Blvd @ SR-A1A

Connie, FYI, lets discuss when you call me.

Joaquin

From: Brunner, Scott [<mailto:SBrunner@broward.org>]
Sent: Thursday, April 11, 2013 9:09 AM
To: Joaquin Vargas (joaquin@traftech.biz)
Cc: Plass, Mark (Mark.Plass@dot.state.fl.us); Jonathan Overton (Jonathan.Overton@dot.state.fl.us); Ackert, Melissa (Melissa.Akert@dot.state.fl.us); Zhu, Charlie; Sebo, Andrew; Picardi, Vincent; Gariboldi, Ed; Vickers, Alex
Subject: FW: Pedestrian Enhancement Project - Commercial Blvd @ SR-A1A

Good Morning Joaquin,

Thanks for the heads up. Just so you know, we are in the middle of the trial period for the all-way pedestrian phase pilot program on Las Olas Boulevard at SE 8th and 9th Avenues. As a result of the Las Olas pilot, we have identified several concerns regarding implementation of all-way pedestrian phasing at Commercial Boulevard and SR-A1A, some of which I have already expressed to FDOT Traffic Operations staff. I also want to emphasize that we were made very aware of the importance of the public information component during the Las Olas pilot, and what responsibilities the municipality needs to commit to prior to, during and after the pilot program. There are also some technical issues that need to be resolved. The following are the things that still need to be addressed prior to County staff implementing the signal operations modifications:

Public Outreach and Notification – Town Responsibilities:

Town must notify area residents and business owners of the program. The change will result in added traffic congestion and delays,

and the residents and businesses need to be aware of this. Town needs to be prepared for public feedback from motorists, and media inquiries. Town is willing to provide a notice and explanation of the trial on our website and put a banner notice on our public access channel on Comcast which will guide people to our website for information. We are also willing to send a hand deliver a flyer to the businesses on A1A from Town Hall south to Datura Avenue and on Commercial from the beach to Poinciana Drive advising them of the trial program.

Town must provide public notification through its official Town website and normal media channels. Will do.

Town must provide County staff (and FDOT) with a designated phone number, website, or email address for the Town to receive public comment and feedback. This should be provided on the Town's website. An existing Town general public feedback email mailbox or Town website would be acceptable. The phone number and/or email will be included on advisory signs at the intersection.

Town shall collect and make public feedback available to County (and FDOT) staff during and after the pilot program. We will put a prominent notice on the front page of our website (lbts-fl.gov) which, if clicked, will take the reader to a surveymonkey.com survey on their reaction to the trial. We prefer that to an email account set up for the same purpose for several reasons. It's easier to manage, allows us to put in an explanatory paragraph to the survey that explains why we are doing the trial and how it works, and it is easier to download the results into a report.

Town agrees that it takes responsibility as "owner" of the pilot program, and shall not redirect phone calls, emails or correspondence to County staff, unless to be provided for information purposes. County staff will be glad to provide technical assistance to Town staff regarding public inquiries, but we do not want to serve as the switchboard for public feedback. Agreed.

Town shall provide electronic variable message sign trailers at least 48 hours before, and at least 48-hours after the start of the trial program alerting motorists to the phasing change. The electronic message should be approved by FDOT. Agreed.

Town agrees to provide some level of additional community police presence and assistance during the pilot program. For the first three weeks of implementation, we will provide police presence at the intersection on Friday and Saturday evenings for four hours each evening, and for four hours during the day on Saturdays and Sundays to give warnings to drivers who proceed into the intersection during pedestrian crossing phases. After that, the Police will advise of the hours when the vehicular/pedestrian conflicts were significant and we will continue police presence during those hours for an additional 4 weeks.

Technical Issues:

We have not received any information regarding recommended signal timing modifications based on Synchro. Without any recommendations, the plan will probably be to use the existing timing parameters as a base, and add on the all-way pedestrian phase on top – the effective cycle length will likely increase, not decrease. Because of the propensity for queuing and congestion in the EB direction, particularly for the EB left, this movement will be given priority. Delays will be added to NB/SB SR-A1A and WB Commercial Boulevard.

There has not been consensus reached on the days and times that the all-way pedestrian phase will be in effect. We believe it was agreed that the trial would initially only be implemented on weekends. As a starting place, I would suggest Friday nights 7:30 pm to 2:00 am, Saturday 9:00 am to 2:00 am and Sunday 9:00 am to midnight. The duration of the pilot program has also not been agreed upon. There is a very popular on-street concert series on Friday nights, so we recommend the All Pedestrian Phase begin at 6:30 pm on Friday and stop at midnite. On Saturdays and Sundays we recommend it start at 9 a.m. and end at midnite.

The time-of-day all-way pedestrian operation creates programming and wiring challenges within the cabinet as the cabinet's conflict monitors are designed to detect transitions of this type (switching from an SOP without an all-way ped sequence to a SOP with an all-way ped phase) as possible malfunctions. We are testing a simulation of the controller, cabinet and special conflict monitor configuration in our test lab now. The test has so far been successful. We will continue running the test for several

more days prior to implementing the cabinet changes in the field.

County staff supports the advanced pedestrian phasing, and agree to implement that for all time periods to the extent implementable with the other modifications.

FDOT will have to authorize the NO RIGHT TURN ON RED installations. The Town shall provide 8 barricades (two for each direction) to mount the TRIAL advisory sign (attached) and the NO RIGHT TURN ON RED signs (if authorized by FDOT) in each direction. The NO RIGHT TURN ON RED signs should be placed at the intersection, and the TRIAL signs should be placed in advance of the intersection on all approaches. Broward County will fabricate a fluorescent yellow-green sign indicating the phone number or email address for users to provide feedback to the Town; the sign plates will be provided to the Town to mount on the barricades with the TRIAL signs. The County will install the "TRIAL – ALL-WAY PEDESTRIAN SIGNAL PHASE" signs on the mast-arms, subject to FDOT approval. **Is it being suggested that right turns on red will not be allowed at any time? Isn't there some way to have a digital sign activated that flashes no right on red, when the pedestrian phase is operational?** Broward County will leave this requirement up to FDOT and Town – County is not requiring the No Turn On Red. County tends to agree that a LED "blank out" NTOR sign during peak vehicle hours may be the preferred way to go, however, we do not have spares of this equipment available.

The Town will conduct before and after pedestrian compliance studies. The proportion of pedestrians crossing appropriately during the WALK and countdown DON'T Walk Clearances shall be counted versus those walking during the steady DON'T WALK phases. The counts shall be recorded by leg, and during times of high pedestrian activity. The "after" counts should not be taken during the first weekend of the pilot program. The before and after proportions will be used to assess the pilot's effect on relative pedestrian compliance. **Let's get clarification of how many days & hours they will require the "after" counts for.** County suggests 4-6 hours one day before, and 4-6 hours one-day after

The Town shall conduct before and after travel time run studies. These studies will need to be jointly agreed to, but the following travel routes are proposed:

tmlrtf\lang1033\cf2\fs22 SR A1A: Southbound from approximately Pine Avenue, continuing through the intersection, to approximately Palm Avenue.

tmlrtf\lang1033\cf2\fs22 SR A1A: Northbound from approximately Palm Avenue, continuing through the intersection, to approximately Pine Avenue.

tmlrtf\lang1033\cf2\fs22 SR A1A: Northbound from approximately Palm Avenue, turning west on Commercial Boulevard, to approximately

tmlrtf\lang1033\cf2\fs22 Commercial Boulevard: Eastbound from approximately Bayview Drive, turning north on SR A1A, to approximately Pine Avenue.

I don't know what a travel time study means, so don't know what the significance or cost of this is. I also question why in the world we would go all the way to Bayview Drive in Fort Lauderdale.

We intended the intersection of Commercial Boulevard @ Bayview Drive -- just west of the ICWW bridge. The intent here is to try to get a fair assessment of the added (new) delay introduced by the all-way pedestrian phasing as part of a larger average trip in the vicinity, not just the % increase in delay immediately at the intersection. Studying a couple peak hours on a couple days before the start, and a couple hours for a couple days after the start should be sufficient. Our guess is that all three agencies will be answering inquiries from the public and media regarding the impact on travel time, and having this minimum travel time information available regarding the trial program will help address these inquiries. Since these are State Roads, the scope and extent of this information is better defined by FDOT – the County is only recommending this based on our experience with Las Olas in Ft. Lauderdale.

County Responsibilities:

County will implement modifications only after receiving written authorization from FDOT.

County will Implement local and system timing modifications to implement all-way pedestrian phasing as agreed to by all parties.

County will program and rewire controller cabinet assembly to implement revised timing plan.

County will provide adjustments to signal timing during trial period, if warranted.

County will install TRIAL advisory signs on mast-arms.

***The County reserves the right to discontinue the trial signal timing plan at any time if conditions warrant and concurrence is provided by FDOT.

"If conditions warrant" is completely open-ended. The goal here is pedestrian safety. We know the cars are going to back up, but is the County suggesting there is some standard for backup they will find unacceptable??? The phrase is open-ended because unforeseen circumstances may require the pilot project to be suspended at the discretion of the signal maintaining agency (Broward County). As a point of reference, the County has voluntarily extended the Las Olas all-way test program well beyond its initial 2-week period because we continued to improve conditions as time went on, and would like at least another 5 weeks to continue to evaluate those implementations – the test is still ongoing since mid-March. I mention this because there was skepticism that the County would shut down the trial as soon as we received traffic congestion complaints, and that simply was not true. Having said that, things could have gone the other way, and we may have had to shut things down because of unforeseen safety reasons or the delays were unacceptable to the local municipality. We cannot totally predict how things are going to go at this location.

Joaquin, given the amount of outstanding issues, a kick-off meeting should be held by all parties. We recommend that the Town's police officials also be present. Thanks.

Scott S. Brunner, P.E.

Director

Broward County Public Works Department

TRAFFIC ENGINEERING DIVISION

2300 W. Commercial Boulevard

Ft. Lauderdale, FL 33309

(954) 847-2600 (office)

sbrunner@broward.org

From: Joaquin Vargas [<mailto:joaquin@traftech.biz>]

Sent: Wednesday, April 10, 2013 8:16 AM

To: Brunner, Scott

Cc: 'Overton, Jonathan'; Zhu, Charlie

Subject: Pedestrian Enhancement Project

\qjScott,

\qj

\qjLast we communicated, we were going to wait until the construction near East Commercial Boulevard was completed. It is my understanding that the work has been completed and therefore, Broward County can start implementing the pedestrian enhancements documented below (as previously discussed and agreed to) for the intersection of SR A1A and East Commercial Boulevard:

\qj\lang1033\fs22

\qj\lang1033\fs22 Reduce the signal cycle length. (This will reduce the amount of time pedestrians have to wait for the “walk” indication.)

\qj\lang1033\fs22 Install “No Turn on Red (R10-11)” signs on all four approaches.

\qj\lang1033\fs22 Advanced pedestrian phase (this will allow pedestrians to enter the intersection before vehicular traffic is released on the non-conflicting street in order to further enforce Florida’s *Yield to Pedestrians* Law.

\qj\lang1033\fs22 Provide a pedestrian-only phase. (This will be an exclusive signal phase for pedestrians with all vehicular traffic stopped.) Moreover, this phase will be in addition to the existing pedestrian phases currently in place at the intersection.

\qj

\qjJoaquin

Joaquin E. Vargas, P.E.

Traf Tech ENGINEERING

8400 N. University Drive, Suite 309

Tamarac, Florida 33321

Tel: (954) 582-0988

Fax: (954) 582-0989

Mobile: (954) 643-1671

joaquin@traftech.biz

Under Florida law, most e-mail messages to or from Broward County employees or officials are public records, available to any person upon request, absent an exemption. Therefore, any e-mail message to or from the County, inclusive of e-mail addresses contained therein, may be subject to public disclosure.

Appendix B

O'Keefe, Marc

From: Keel, Rana
Sent: Thursday, June 8, 2023 2:25 PM
To: Rodrigues, Nadir; O'Keefe, Marc
Subject: RE: Safety improvements on Wilton Drive
Attachments: FW: Pedestrian Enhancement Project - Commercial Blvd @ SR-A1A; RE: Pedestrian Enhancement Project - Commercial Blvd @ SR-A1A

Good afternoon Nadir and Marc,

The scramble pilot project was requested by the City of Wilton Manors. We coordinated with the County, and they didn't have objections other than how it may affect the overall operations at Wilton Drive. We did not commit to any major changes such as a diagonal crosswalk that would require signal upgrades, etc. and all agreed to only change to an all red phase.

Please see attached emails for a similar application at Commercial Blvd and SR A1A, so we can follow suit as far as things we would require from the City and the County.

Thank you,

Rana Keel, E.I.
Push Button Program Manager
FDOT – District 4 Traffic Operations
Rana.Keel@dot.state.fl.us
954-777-4079

From: O'Keefe, Marc <Marc.OKeefe@dot.state.fl.us>
Sent: Thursday, June 8, 2023 10:29 AM
To: Rodrigues, Nadir <Nadir.Rodrigues@dot.state.fl.us>
Cc: Keel, Rana <Rana.Keel@dot.state.fl.us>
Subject: FW: Safety improvements on Wilton Drive

Hi Nadir,

This is the email correspondence I have regarding the Wilton Drive at 6 Avenue scramble pilot program.

It looks as though it was requested from the County and discussed as part of Safety Team Meeting.

Rana, just fyi I have started collecting counts in the field and should have something for you beginning next week. Also, can you please verify that the above is accurate? Not sure the City of Wilton Manors involvement.

Great, thank you!

Marc O'Keefe
Pedestrian and Bicycle Safety Specialist
Florida Department of Transportation – District 4 In-House Consultant
McMahon Associates, a Bowman Company
Working Hours: Mondays through Fridays – 8:00 AM to 4:30 PM

Traffic Operations
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309-3421
Email: Marc.OKeefe@dot.state.fl.us
Phone: 954-777-4616



From: Altuve, Veronica <Veronica.Altuve@dot.state.fl.us>
Sent: Friday, May 12, 2023 2:47 PM
To: Keel, Rana <Rana.Keel@dot.state.fl.us>
Cc: O'Keefe, Marc <Marc.OKeefe@dot.state.fl.us>; Rodrigues, Nadir <Nadir.Rodrigues@dot.state.fl.us>
Subject: RE: Safety improvements on Wilton Drive

We will get on it next week.

Best Regards,

Veronica A. Altuve, P.E.
Pedestrian and Bicycle Safety Specialist
Florida Department of Transportation – District 4 In-House Consultant
McMahon Associates, a Bowman Company
Working Hours: Mondays and Thursdays – 7:00 AM to 3:30 PM

Traffic Operations
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309-3421
Email: Veronica.Altuve@dot.state.fl.us
Phone: 954-777-4616



From: Keel, Rana <Rana.Keel@dot.state.fl.us>
Sent: Friday, May 12, 2023 2:46 PM
To: Altuve, Veronica <Veronica.Altuve@dot.state.fl.us>
Cc: O'Keefe, Marc <Marc.OKeefe@dot.state.fl.us>; Rodrigues, Nadir <Nadir.Rodrigues@dot.state.fl.us>
Subject: FW: Safety improvements on Wilton Drive

Hi Veronica,

I just remembered about this proposed scramble at Wilton and NE 6th, any updates?

Thanks,

Rana Keel, E.I.
Push Button Program Manager
FDOT – District 4 Traffic Operations
Rana.Keel@dot.state.fl.us
954-777-4079

From: Keel, Rana
Sent: Thursday, April 20, 2023 8:22 AM
To: Salisbury, Brad <Brad.Salisbury@dot.state.fl.us>
Cc: Tabassum, Anika <Anika.Tabassum@dot.state.fl.us>; Zeller, David <David.Zeller@dot.state.fl.us>; Altuve, Veronica <veronica.Altuve@dot.state.fl.us>
Subject: RE: Safety improvements on Wilton Drive

Thankfully, they have not yet!

Rana Keel, E.I.
Push Button Program Manager
FDOT – District 4 Traffic Operations
Rana.Keel@dot.state.fl.us
954-777-4079

From: Salisbury, Brad <Brad.Salisbury@dot.state.fl.us>
Sent: Thursday, April 20, 2023 8:17 AM
To: Keel, Rana <Rana.Keel@dot.state.fl.us>
Cc: Tabassum, Anika <Anika.Tabassum@dot.state.fl.us>; Zeller, David <David.Zeller@dot.state.fl.us>; Altuve, Veronica <Veronica.Altuve@dot.state.fl.us>
Subject: RE: Safety improvements on Wilton Drive

No worries, I wasn't sure if Wilton Manors had brought it up again. I know there is a lengthy queue!

Brad Salisbury, P.E.
Design Project Manager
Florida Department of Transportation - District 4
3400 West Commercial Blvd.
Fort Lauderdale, Florida 33309
Office: 954-777-4160
Email: brad.salisbury@dot.state.fl.us

From: Keel, Rana <Rana.Keel@dot.state.fl.us>
Sent: Thursday, April 20, 2023 8:16 AM
To: Salisbury, Brad <Brad.Salisbury@dot.state.fl.us>
Cc: Tabassum, Anika <Anika.Tabassum@dot.state.fl.us>; Zeller, David <David.Zeller@dot.state.fl.us>; Altuve, Veronica <Veronica.Altuve@dot.state.fl.us>
Subject: RE: Safety improvements on Wilton Drive

Good morning Brad,

My apologies for a late response, this email fell through the cracks. We have not yet started on that project; however, its on Veronica's queue. Will keep you posted on the progress.

Thanks,

Rana Keel, E.I.
Push Button Program Manager
FDOT – District 4 Traffic Operations
Rana.Keel@dot.state.fl.us
954-777-4079

From: Salisbury, Brad <Brad.Salisbury@dot.state.fl.us>
Sent: Wednesday, April 12, 2023 2:43 PM
To: Keel, Rana <Rana.Keel@dot.state.fl.us>; Altuve, Veronica <Veronica.Altuve@dot.state.fl.us>
Cc: Tabassum, Anika <Anika.Tabassum@dot.state.fl.us>; Zeller, David <David.Zeller@dot.state.fl.us>
Subject: RE: Safety improvements on Wilton Drive

Hi Rana and Veronica,

Any updates on the proposed scramble at Wilton and NE 6th? A scramble pilot project was proposed as an idea at our Safety Team Meeting, I had mentioned that this location was previously proposed.

Thanks,

Brad Salisbury, P.E.
Design Project Manager
Florida Department of Transportation - District 4
3400 West Commercial Blvd.
Fort Lauderdale, Florida 33309
Office: 954-777-4160
Email: brad.salisbury@dot.state.fl.us

From: Keel, Rana <Rana.Keel@dot.state.fl.us>
Sent: Thursday, November 3, 2022 9:34 AM
To: Salisbury, Brad <Brad.Salisbury@dot.state.fl.us>; Altuve, Veronica <Veronica.Altuve@dot.state.fl.us>
Cc: Tabassum, Anika <Anika.Tabassum@dot.state.fl.us>
Subject: RE: Safety improvements on Wilton Drive

Will do. Thanks, Brad.

Rana Keel, E.I.
Push Button Program Manager
FDOT – District 4 Traffic Operations
Rana.Keel@dot.state.fl.us
954-777-4079

From: Salisbury, Brad <Brad.Salisbury@dot.state.fl.us>
Sent: Thursday, November 3, 2022 7:33 AM
To: Keel, Rana <Rana.Keel@dot.state.fl.us>; Altuve, Veronica <Veronica.Altuve@dot.state.fl.us>

Cc: Tabassum, Anika <Anika.Tabassum@dot.state.fl.us>
Subject: FW: Safety improvements on Wilton Drive

Rana & Veronica,

Could you please review this material and set up a meeting with Jonathan for his input on our approach with Wilton Manors?

Thanks,

Brad Salisbury, P.E.
Interim District Traffic Operations Engineer
Florida Department of Transportation - District 4
3400 West Commercial Blvd.
Fort Lauderdale, Florida 33309
Office: 954-777-4351
Cell: 954-868-7740
Email: brad.salisbury@dot.state.fl.us

From: Brunner, Scott <SBrunner@broward.org>
Sent: Wednesday, November 2, 2022 2:56 PM
To: d'Anjou, Yves <YDANJOU@broward.org>; Sebo, Andrew <ASEBO@broward.org>; Caratozzolo, Carmelo <CCARATOZZOLO@broward.org>; Zhu, Charlie <CZHU@broward.org>; Altuve, Veronica <Veronica.Altuve@dot.state.fl.us>; Tabassum, Anika <Anika.Tabassum@dot.state.fl.us>; Keel, Rana <Rana.Keel@dot.state.fl.us>; Salisbury, Brad <Brad.Salisbury@dot.state.fl.us>; Overton, Jonathan <Jonathan.Overton@dot.state.fl.us>
Cc: Li, Jiamin <JLLI@broward.org>; Cai, Lei <Lcai@broward.org>
Subject: RE: Safety improvements on Wilton Drive

EXTERNAL SENDER: Use caution with links and attachments.

Good Afternoon Everyone,

Charlie Zhu was able to track down some relevant correspondence between County staff and the Town of Lauderdale-By-Sea regarding the SR-A1A at Commercial Boulevard pedestrian enhancement project (attached). Please keep in mind that we were working closely with Mark Plass and Jonathan Overton on this effort, and the Department may have required other items that are not included in these emails, but I think a quick read of the emails will quickly provide some insight as to what the County and the Department were looking for in terms of public outreach and overall program acceptability/measures of success. We also recognize that Wilton Drive is a State Road, and it will be at the Department's discretion as to what it will require, but the attached should be a good start.

Thanks.



Scott Brunner, P.E., Director
Broward County Public Works Department/Traffic Engineering Division
2300 West Commercial Blvd., Fort Lauderdale, Florida 33309
Office: 954-847-2600 Direct: 954-847-2601

Fax: 954-847-2700
sbrunner@broward.org www.broward.org/traffic

-----Original Appointment-----

From: d'Anjou, Yves <YDANJOU@broward.org>
Sent: Monday, October 17, 2022 10:10 AM
To: d'Anjou, Yves; d'Anjou, Yves; Brunner, Scott; Sebo, Andrew; Caratozzolo, Carmelo; Zhu, Charlie; Altuve, Veronica; Anika.Tabassum@dot.state.fl.us; Rana.Keel@dot.state.fl.us; Salisbury, Brad
Cc: Li, Jiamin; Cai, Lei
Subject: Safety improvements on Wilton Drive
When: Friday, October 28, 2022 11:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Meeting to discuss the following requests:

- For Wilton Drive: "a review of the timing for pedestrian crosswalks throughout the Drive. We believe more consideration should be given to pedestrians and less to automobiles. We are trying to encourage people to utilize the crosswalks and two minutes is a long time to wait." Could BCT please assess and implement as necessary?
- To do a scramble crosswalk pilot program for Wilton Drive at NE 6 Avenue. Is this something BCT support? The scramble crosswalk would require an all-red phase.

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 262 229 818 588

Passcode: WLVEdP

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Appendix C

Form 750-020-10
 TRAFFIC ENGINEERING
 September 2020

State of Florida Department of Transportation SUMMARY OF NON-MOTORIZED MOVEMENTS

Major Street	SR 811/Wilton Drive	Agency / Company	FDOT
Roadway ID	86170000 Milepost 1.409	Analyst/Observer	
Minor Street	NE 6 Avenue	Date Performed	Thursday, June 8, 2023
Roadway ID	Milepost	Analysis Period	AM To: PM To:
City	Wilton Manors	Weather	
County	Broward		

INTERSECTION DIAGRAM

Intersection Control Type:

Signalized

Roadway Width (feet)

N/S: E/W:

Median Width (feet):

< 4 feet ≥ 4 feet

Remarks:

Clear Data

NON-MOTORIZED MOVEMENTS								
TIME	NORTH		SOUTH		EAST		WEST	
	PEDS	BIKES	PEDS	BIKES	PEDS	BIKES	PEDS	BIKES
7:00 AM - 8:00 AM	6	1	2		29	1	22	3
11:00 AM - 12:00 PM	8	3	15		21		12	1
4:00 PM - 5:00 PM	23		5	1	15	1	12	1
APPROACH TOTALS	37	4	22	1	65	2	46	5
INTERSECTION TOTALS					PEDS		BIKES	
					170		12	

Appendix D

Archived: Wednesday, October 25, 2023 11:59:59 AM

From: [d'Anjou, Yves](#)

Sent: Tuesday, September 26, 2023 8:14:35 AM

To: [O'Keefe, Marc](#) [Brunner, Scott](#)

Cc: [Awwad, Rasem](#) [Zhu, Charlie](#) [Vickers, Alex](#) [Martinez, Rebecca](#) [Kleinedler, John](#) [Caratozzolo, Carmelo](#) [Rodrigues, Nadir](#) [Vickers, Alex](#)

Subject: RE: Wilton Drive and NE 6 Avenue - Scramble Crosswalk Pilot Program

Importance: Normal

Sensitivity: None

Attachments:

[WiltonDriveandNE6AvenueTechMemo_DRAFT.pdf](#);

Good Morning Marc,

County staff met to discuss this project and we offer the following recommendations on how to proceed:

- * FDOT should re-assess the proposed installation of Blank-out NTOR (symbols, not words).
- * If Blank-out NTOR signs are used, LPI's should not be used (not necessary).
- * APS on all corners if possible, FDOT should research the possibility of utilizing the Accessible Pedestrian System (APS) with more than one audible message. If the all-way pedestrian operation is deployed per time-of-day, can the APS provide the audible message for the concurrent vehicle phases and an additional message for the all-way pedestrian operation.
- * Time/hours of operation – TED proposes 6 pm to 3 am, based on our local knowledge. FDOT should consult with City and then make a final recommendation on the TOD schedule.
- * FDOT to provide and install a new signal cabinet, per Broward County specifications, which will be required to implement the all-way pedestrian phase. Blank-out signs, APS systems and Trial advisory signs should also all be installed by FDOT as part of a pushbutton contract. To include design and structural analysis of mast arms.
- * City to provide community outreach.
- * City to complete Before & After study. The results of the study will help shareholders to determine if Phase 2 (diagonal crosswalks/scramble operation) is to be installed.
- * County will implement modifications only after receiving written authorization from FDOT.
- * County will implement local and system timing modifications to implement all-way pedestrian phasing as agreed to by all parties.
- * County will program and rewire controller cabinet assembly as needed to implement revised timing plan.
- * County will provide adjustments to signal timing as warranted during the trial period.

Regards,
Yves



Yves d'Anjou, P.E.
Systems Engineering Supervisor
Broward County Public Works Department
TRAFFIC ENGINEERING DIVISION
2300 W. Commercial Boulevard
Ft. Lauderdale, FL 33309
(954) 847-2600

ydanjou@broward.org
www.broward.org

From: O'Keefe, Marc <Marc.Keefe@dot.state.fl.us>
Sent: Friday, September 22, 2023 7:49 AM
To: Brunner, Scott <SBrunner@broward.org>; d'Anjou, Yves <YDANJOU@broward.org>
Cc: Awwad, Rasem <RAWWAD@broward.org>; Zhu, Charlie <CZHU@broward.org>; Vickers, Alex <AVICKERS@broward.org>; Martinez, Rebecca <REMARTINEZ@broward.org>; Kleinedler, John <JKLEINEDLER@broward.org>; Caratozzolo, Carmelo <CCARATZZOLO@broward.org>; Rodrigues, Nadir <Nadir.Rodrigues@dot.state.fl.us>
Subject: RE: Wilton Drive and NE 6 Avenue - Scramble Crosswalk Pilot Program

Good Morning Scott,

Thank you for the response. No worries about the delay just glad you are back and well. It is great to know that Broward County is on-board and supportive of this initiative to look at implementing an all-exclusive pedestrian phase with potential scramble at this location.

Also, thank you Yves for coordinating with me and developing some preliminary recommendations with the team.

I thank all of you for your assistance with this.
And, hope everyone has a great weekend!

Marc O'Keefe

Pedestrian and Bicycle Safety Specialist
Florida Department of Transportation – Traffic Operations
Email: Marc.Keefe@dot.state.fl.us
Phone: 954-777-4616



From: d'Anjou, Yves <YDANJOU@broward.org>
Sent: Thursday, September 21, 2023 8:42 AM
To: O'Keefe, Marc <Marc.Keefe@dot.state.fl.us>
Cc: Brunner, Scott <SBrunner@broward.org>; Awwad, Rasem <RAWWAD@broward.org>; Zhu, Charlie <CZHU@broward.org>; Vickers, Alex <avickers@broward.org>; Martinez, Rebecca <REMARTINEZ@broward.org>; Kleinedler, John <JKLEINEDLER@broward.org>; Caratozzolo, Carmelo <CCARATZZOLO@broward.org>
Subject: RE: Wilton Drive and NE 6 Avenue - Scramble Crosswalk Pilot Program

EXTERNAL SENDER: Use caution with links and attachments.

Good Morning Marc,

TED staff will meet internally to develop our recommendations on how to proceed. I will follow-up with you once we have a consensus. Thank you.

Regards,



Yves d'Anjou, P.E.
Systems Engineering Supervisor
Broward County Public Works Department
TRAFFIC ENGINEERING DIVISION
2300 W. Commercial Boulevard
Ft. Lauderdale, FL 33309
(954) 847-2600
ydanjou@broward.org
www.broward.org

From: Brunner, Scott <SBrunner@broward.org>
Sent: Wednesday, September 20, 2023 2:51 PM
To: O'Keefe, Marc <Marc.Keefe@dot.state.fl.us>; Awwad, Rasem <RAWWAD@broward.org>; d'Anjou, Yves <YDANJOU@broward.org>; Zhu, Charlie <CZHU@broward.org>; Vickers, Alex <AVICKERS@broward.org>; Martinez, Rebecca <REMARTINEZ@broward.org>; Kleinedler, John <JKLEINEDLER@broward.org>; Caratozzolo, Carmelo <CCARATZZOLO@broward.org>
Subject: Re: Wilton Drive and NE 6 Avenue - Scramble Crosswalk Pilot Program

Good afternoon Marc,

First, my apologies, I have had some extended medical leave over the last few months and I believe I missed your original email. Broward County staff is very supportive of pilot, testing pedestrian safety, improvements, such as an all way, pedestrian scramble, phase, which has so far typically been a all red phase for concurrent pedestrian crossing maneuvers. Without knowing all the details, this location is likely a good candidate for such a program. I am going to ask Yves d'Anjou and others of our office to work directly with you to see if we can implement the program, and the conditions to which it is implemented. It is possible some special controller modifications may be required, but we can investigate that at the appropriate time.

By copy of this email, I will ask Yves to reach out to you. And again, I apologize for the delayed response.

Sincerely,

Scott Brunner, P.E.
Director
Broward Co. Traffic Engineering Division
(954) 847-2601
sbrunner@broward.org

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From: O'Keefe, Marc <Marc.Keefe@dot.state.fl.us>
Sent: Wednesday, July 26, 2023 11:56:42 AM
To: Brunner, Scott <SBrunner@broward.org>
Subject: Wilton Drive and NE 6 Avenue - Scramble Crosswalk Pilot Program

Good morning Mr. Brunner,

I hope this email finds you well.

We have reviewed the potential for a scramble crosswalk pilot program at the intersection of Wilton Drive and NE 6 Avenue. Please see attached for memorandum. Recommendations include for implementation of an all-red exclusive pedestrian phase as the first phase.

We would like your input and if could please review and provide any comments it would be most helpful, especially with regards to prioritization following previous pilot program at Commercial Boulevard and SR A1A included as Appendix.

Please let me know if you have any questions or concerns.
Great, thank you in advance!

Marc O'Keefe
Pedestrian and Bicycle Safety Specialist
Florida Department of Transportation – Traffic Operations
Email: Marc.Keefe@dot.state.fl.us
Phone: 954-777-4616



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